

The Hongkong Telegraph

WEATHER FORECAST
FAIR
Barometer 29.83

(ESTABLISHED 1881.)

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May 29 1915. Temperature 6 a.m. 74 2 p.m. 81
Humidity " 88 " 71

May 29 1914. Temperature 6 a.m. 79 2 p.m. 88
Humidity " 91 " 67

2930 日六十月四

SATURDAY, MAY 29, 1915.

大英一千九百一十五年五月二十九日
SINGLE COPY 10 CENTS
\$36 PER ANNUM.

TO-DAY'S LATEST WAR TELEGRAMS.

BRITISH ARTILLERY'S MAGNIFICENT WORK.

GERMANS SLAUGHTERED WHOLESALE BY MAXIM FIRE.

Enormous Success Of The French Air Raid.

OVER EIGHTY BOMBS DROPPED ON GERMAN EXPLOSIVE FACTORIES.

[Reuter's Service to The "Telegraph."]

SUCCESS OF THE AIR-RAID.

May 28, 4.50 p.m.
The French raid upon Ludwigshafen is the finest feat performed by the aerial arm during the war.

Eighteen aviators dropped forty-seven bombs of ninety kilograms weight and two of one hundred and fifty-five kilograms upon the great chemical works which have been converted into an immense explosive factory with twenty thousand workmen.

Furthermore thirty six bombs of ninety kilograms were dropped upon the annex of the factory at Oppau.

All hit their targets. There were three enormous fires with yellow vapour at Ludwigshafen while great masses of smoke enveloped Oppau.

There is every reason to suppose that at Ludwigshafen was the factory for the manufacture of poisonous gas, which the explosions released in vast volumes. The population probably suffered severely.

MOUNDS OF GERMAN DEAD.

May 28, 1.40 p.m.
Despatches from the front state that there have been intense German attacks by the enemy, regardless of losses, between Lens and Steenstraete, in due to the continued obsession for the capture of Calais. Hill No. 80 is still in the hands of the British, it has been so mined and countermined and so repeatedly attacked and counter-attacked that it is no longer a hill, but an area of dreadful rubbish heaps and holes. Yet the Germans persist in attempts to capture it, though the possession of it is valueless to them.

There was a particularly severe attack near St. Eloi on Monday, preceded by an intense discharge of three kinds of gas; then the Germans in masses advanced and were allowed to come within a hundred yards, when they suffered awful slaughter from the concentrated maxims. The dead lay in mounds six deep. The British were more or less on the defensive but, attacking further south, in La Bassée, were the victors, where the German defenses were most elaborate and lighted by electricity.

MUNITIONS DEPARTMENT AT WORK.

May 28, 1.50 p.m.
The Rt. Hon. Mr. Lloyd George, who has started work in the munitions department, presided over a meeting at which were present, Earl Kitchener, Earl Curzon and Col. Sir Edouard Girouard.

EXCELLENT WORK ON A SINKING SHIP.

May 28, 1.50 p.m.
An Army Order bestows praise on Major H. A. Richardson, of the Warwick Yeomanry, and the officers and men, for that when the transport Wayfarer was torpedoed, only five lives were lost. All the 708 horses were saved.
The order also praises the bravery of the captain and crew of the Wayfarer.

THE NEBRASKAN DOCKED.

May 28, 1.40 a.m.
The Nebraska has been docked at Liverpool.

TO-DAY'S LATEST WAR TELEGRAMS.

THE HONGKONG AEROPLANES.

May 28, 1.40 a.m.
Hongkong has cabled the Overseas Club £4,500 to purchase two aeroplanes for the Flying Corps.

ECHO OF THE ATTACK ON LUDWIGSHAFEN.

May 28, 1.40 p.m.
From Paris it is reported that all the aeroplane assaults on Ludwigshafen returned, except one which landed near Ludwigshafen. It was seen burning and it is believed that the airman set it on fire when it was brought down by the cannonade.

GERMANS BAYONET GASED BRITISH SOLDIERS.

May 28, 1.40 p.m.
According to a despatch to the Morning Post from the north of France, the British artillery are doing magnificently. While high explosive shells are required in ever-increasing numbers, the situation with regard to the number had been altogether exaggerated in certain quarters. We are dynamiting our way through German concreted steel-plated trenches rapidly and well.

The German bayoneted British soldiers who were helplessly gassed.

[In the event of telegrams arriving too late for insertion on this page they will be found on the Extra.]

EARLIER TELEGRAMS.

ROMAN COMMUNIQUE.

ITALIAN PROGRESS.

May 28, 3.00 a.m.
A communique states: On the frontier of Tyrol and Trentino we occupied on the 25th inst. Altissimo, which is the northern group of the Baldo range. The enemy were forced to retire, abandoning materiel.

Our artillery on the Tonzetta plateau are bombarding enemy works.

Our success in the Gergano Valley and on the frontier of Carinthia is confirmed. We occupied Prevala saddle, the head of the Raccolana Valley and the approaches to Dogna Valley. Our losses were four killed and a few wounded.

The consolidation of the occupied positions continues, and the general situation is strong.

ITALIANS WELCOMED BY INHABITANTS OF OCCUPIED TERRITORY.

May 28, 1.00 p.m.
A Rome communique says:—
Along the Tyrol and Trentino frontier we extended to the northward of the districts around the lakes of Idro and Garda, and also in the rugged region between the lakes.

Prominent personages in the towns welcomed the advancing Italians and expressed the devotion of the inhabitants.

Our Alpine troops continue to operate successfully along the Carnia frontier, taking prisoners. We also occupied Grado. The townspeople were most enthusiastic.

A squadron of Italian airships uprooted part of the Trieste-Nabresina line.

FRENCH COMMUNIQUE.

FRENCH CAPTURE MORE PRISONERS.

May 28, 1.50 a.m.
A Paris evening communique says:—
Along the Yser Canal there has been intermittent artillery fighting.

Several hot actions north of Arras resulted in French successes, and in the region of Angres two German counter-attacks were repulsed.

The French attacks captured trenches and then the cemetery and village of Albain, and advanced beyond. They captured 400 prisoners including several officers.

BRITISH SUBMARINE VISIT CONSTANTINOPLE.

May 27, 1.45 a.m.
The Press Bureau announces that Submarine E 11, commanded by Lieutenant M. E. Nasmith, sank a vessel full of ammunition in the Sea of Marmara, chased a heavily-laden supply-ship, and torpedoed her alongside the pier at Rodosto, and also chased a store-ship, which ran ashore.
E 11 entered Constantinople and discharged a torpedo at a transport alongside the arsenal. The torpedo was heard to explode.

WAR TELEGRAMS.

MASS OF TURKISH CORPSES.

May 27, 0.00 p.m.
The Press Bureau states: General Birdwood reports that during the armistice when the Turks were burying their dead a much larger number than 3,000 came to light. Two areas were covered with Turkish dead. Four hundred corpses were counted on a space of 80 yards by 100 yards. Twelve thousand rifles were picked up on our side of the dividing line.

We rushed and occupied a trench on the 25th inst. in front of General Cox's Brigade.

ANOTHER GERMAN "VICTORY": TWO WOMEN KILLED.

May 27, 3.45 p.m.
The Press Bureau announces that two women were killed at Southend and a child was seriously injured.
The material damage was very small.
Aeroplanes and seaplanes chased the Zeppelin, which, however, escaped eastward.

H.M.S. "MAJESTIC" TORPEDOED.

May 27, 11.25 p.m.
It is officially announced that an enemy submarine torpedoed and sank the battleship Majestic whilst she was supporting the operations at Gallipoli.

Nearly all the officers and men were saved.
[The Majestic was a battleship of 14,900 tons displacement, completed in 1895. Her principal armament, consisted of 4 12-in., 10 7.5-in., 18 12-pr. and 5 machine-guns. Her full complement is 757 officers and men.]

EXPLOSION ON A BRITISH AUXILIARY SHIP.

May 27, 11.25 p.m.
It is officially announced that the auxiliary ship Princess Irene has been accidentally blown up in Sheerness harbour, and that there is probably only one survivor of those on board.

It is feared that 200 perished on the Princess Irene. Besides the crew, were 76 dockyard workmen on board refitting the vessel. She was formerly a Canadian Pacific liner.

The explosion occurred at eleven o'clock in the morning. It shook Sheerness more severely than did the explosion of the Bulwark some months ago. A column of flames and smoke shot up as the vessel disappeared. Fragments injured men on vessels in the vicinity. Pieces of the ship's papers were picked up at Maidstone.

FIRST CABINET MEETING.

May 27, 3.45 p.m.
The Cabinet meeting this afternoon was an historic gathering. Mr. Asquith heartily welcomed his colleagues and afterwards, it is understood, important business was discussed.

A noteworthy feature was the hearty welcome given to Mr. Henderson (Labour) the new Minister of Education, on arriving in Downing Street.

GERMANS GASED.

May 28, 3.00 p.m.
"Eye-witness" at the British Headquarters says the German casualties were very heavy during the last week-end. Thirty officers were killed and wounded by a howitzer shell which hit a bathing house at La Bassée.
The 57th Prussian Infantry at Festubert on the 16th and 17th inst. lost 2,400 out of 3,000.
Gassing has not been entirely one-sided. A French shell smashed a cylinder and gassed the Germans. It is believed a British shell had a similar result.

GOVERNMENT ACCEPTS A CONTINGENT FROM JAMAICA.

May 28, 3.00 p.m.
Reuter's correspondent at Kingston states that the Imperial Government has accepted a Jamaica contingent for active service, placing no limit on the number.

V. C. HERO REPORTED KILLED.

May 28, 3.00 p.m.
A letter from the front reports that the Victoria Cross hero Michael O'Leary was killed in the recent fighting.

PETROGRAD COMMUNIQUE.

SUCCESS OF THE CAUCASIAN ARMY.

May 28, 1.00 p.m.
A Petrograd communique says:—
The Army in the Caucasus defeated the Turks in the regions of Dilman and Van, and occupied Urumiah. We also defeated the Kurds to the southward of Meliadgherd.
(Continued on page 5.)

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

A big battle is still raging in Galicia.

Two women have been killed by the air raiders at Southend.

The Nebraska has been docked at Liverpool.

The Germans bayoneted British soldiers who were helplessly gassed.

Only five lives were lost in the Wayfarer incident. All the 708 horses were saved.

A tale of terrible slaughter of Turks is told in a report from General Birdwood.

It is reported in a letter from the front that the gallant Michael O'Leary V.C., has been killed in the recent fighting.

The Italians in the course of the battle which gave them commanding situations only had four men killed and a few wounded.

An enemy submarine torpedoed and sank H.M.S. Majestic whilst supporting operations in Gallipoli. Nearly all the officers and men were saved.

Mr. Lloyd George has started the work of the munitions department and presided over a meeting at which Earl Kitchener was present.

Fresh French successes are reported in the region of Angres. Trenches and four hundred prisoners were taken, the latter including several officers.

Submarine E 11 has visited Constantinople and discharged a torpedo at a transport alongside the arsenal. The torpedo was heard to explode.

It is feared that two hundred persons perished in the Princess Irene, a British auxiliary cruiser, on which there was an explosion at Sheerness.

Our artillery in the north of France is doing well. We are dynamiting our way through German concreted, steel-plated trenches.

The Morning Post says that the situation in connection with the number of high explosive shells has been altogether exaggerated in certain quarters.

All the aeroplanes, with the exception of one, that attacked Ludwigshafen have returned. The one left was set on fire by the airman.

Sir Henry Jackson has been appointed First Sea Lord in succession to Lord Fisher and Sir Arthur Wilson remains in an advisory capacity, on the Board of Admiralty.

An Army order praises the gallantry and the conduct of Major R.A. Richardson, and the Warwick Yeomanry officers and men when the Wayfarer was torpedoed. The bravery of the captain of the Wayfarer also receives praise.

NEWS.

The fortnightly American trade inquiry list appears in another column.

"Our Contemporaries" appears on page 2, Commercial News on page 9, and Log Book on page 6.

An account of last night's tennis match for the championship of Hongkong will be found in this issue.

At the Roman Catholic Cathedral, last night, the Rev. Fr. Robert delivered a powerful address on the war, at the service for the restoration of peace.

DON'T FORGET.

TO-DAY.
Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.

TO-MORROW.
Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.

NOTICES

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Hongkong, 16th August, 1910

LESSONS IN CHINESE.

MR. LI HON FAT, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to No. 14, Graham Street, first floor.

Hongkong, 29th Jan., 1912.

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Hongkong, 3rd October, 1913.

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Inspection cordially invited: full particulars may be obtained either premises or

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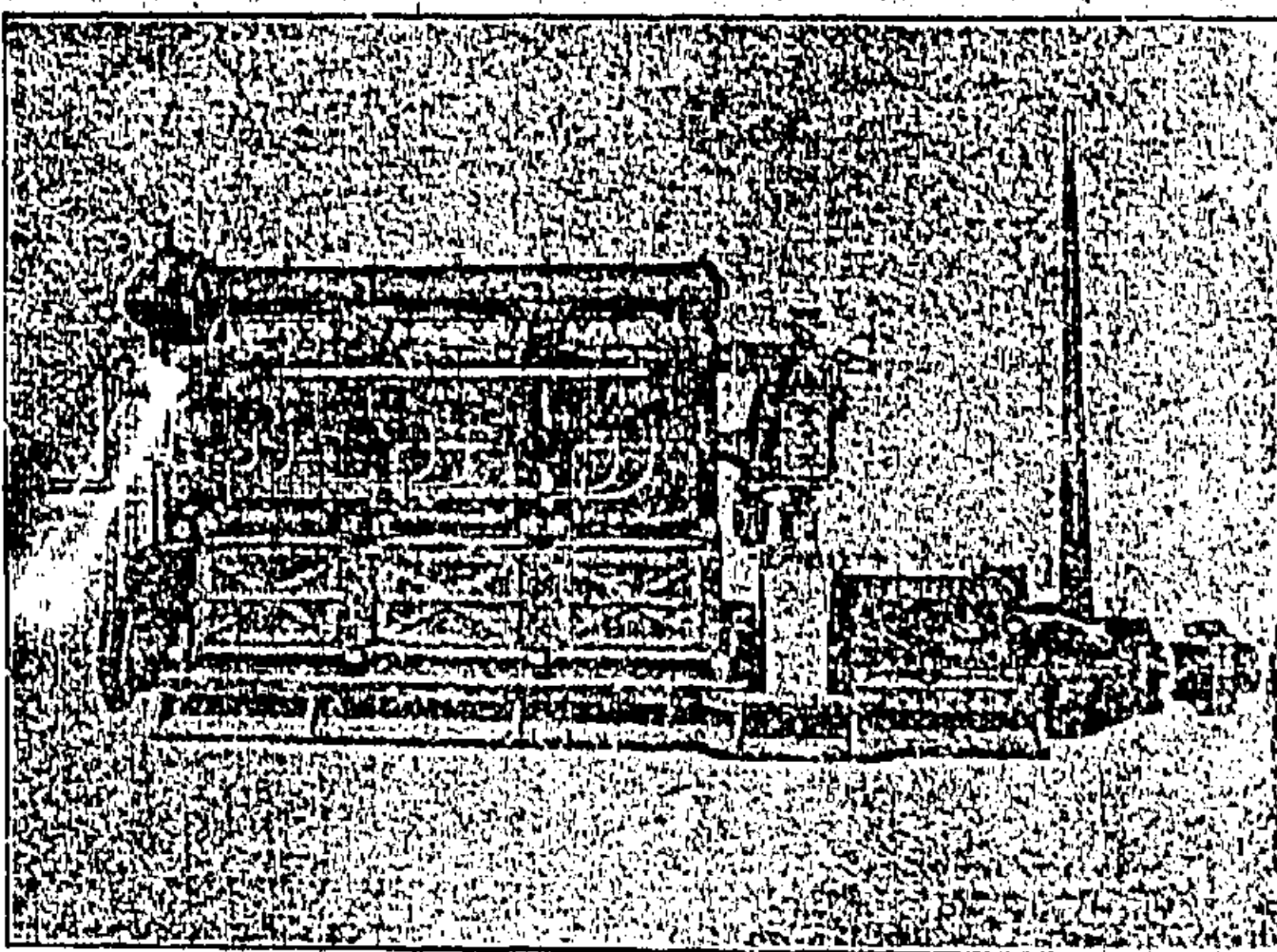
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OUR CONTEMPORARIES.

South China Morning Post.

The Coalition Cabinet.

Any one who scans the names of the distinguished men who are now incorporated in the Coalition Cabinet will be forced to acknowledge, whatever may be his political creed, that British Statesmen have shown magnificent patriotism during the greatest crisis the Empire has ever faced. They have shed their political prejudices and have unreservedly placed their services at the disposal of their King and country. Probably never before in the history of our island home has there been brought together such an array of administrative talent, and His Majesty the King having approved of the Cabinet gives assurance, if such were needed, of the confidence of the King and his people in our ultimate victory over the enemy. National aspirations are roused in our new Cabinet, and national needs alone will be to the fore for some months, for the hour has come when no man is "for the party" but all "are for the State."

Daily Press.

The British National Cabinet.

Germany correctly interprets the reconstruction of the British Ministry as implying no weakening of the British attitude in regard to the prosecution of the war. Indeed, for no conceivable object other than to prosecute the war with unabated energy and determination would it have been possible for Mr. Asquith to form a Cabinet such as that announced on Thursday, embracing, as it does, the conspicuous leaders of all parties whose views on domestic politics are as divergent as the poles. It is not without some regret, and even misgiving, that many who take a detached interest in British domestic politics have read the news of the virtual dissolution of the Cabinet which has so ably and so successfully managed the affairs of the nation during the past nine months of unparalleled crisis in the Empire's history. The misgiving arises out of the thought that a heterogeneous team is not likely to work so harmoniously and so effectively as one which has already been working well together for a long period of time.

China Mail.

The Loss of H.M.S. Triumph.

Even admit the mighty deeds of the "Queen Elizabeth" and other British and French vessels which had never been anywhere near the "depot ship" stage, the old "Triumph" was heard of as performing prodigies of valour by reducing batteries in many actions. She proved herself indeed to be a most useful vessel both in giving and taking hard blows. It is indeed difficult to write of the closing incidents of H.M.S. "Triumph's" career and keep clear of sentimentality, for there is undoubtedly much that appeals to the emotions in contemplating the heroic deeds and the glorious end of a vessel that, considered at one time to be "obsolete," suddenly, phoenix-like, renews her youth and rallies forth to do deeds of valour and renown. Well did the "Triumph" justify her name and "My Lords of the Admiralty" are to be congratulated in fitting her on and transforming her into a modern-equipped battleship. The name and fame of the good old "Triumph" will long be remembered in our Colony.

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ART PHOTOGRAPHER
HONGKONG.

TELEPHONE NO. 1013.

Developing, Printing & Enlarging.
Hongkong, 18th July, 1913.

GENERAL NEWS.

Chinese concealed in Tank.
In Seattle, on April 6, the United States emigration officers were searching for nine Chinese, part of a band of fourteen, who entered the United States from Canada concealed in an oil tank car. The Chinese entered the tank at Vancouver, B.C., and were released by a confederate at Everett, 35 miles north of Seattle. Five of the "Orientals" were captured in Everett, but nine escaped and are believed to be hiding in Seattle.

Society for Protection of Birds.

At the annual meeting in London of the Society for the Protection of Birds, the secretary said that the society had ringed 13,024 birds last year. A Sandpiper term ringed on July 9, 1913, was recovered on the Ivory Coast, West Africa, on February 9, 1914; a robin ringed in June 14 in Staffordshire was found at Gex, in France, in the following October; while a swallow ringed in Staffordshire in June was found in Natal the following autumn, 7,800 miles away.

Mr. Bryan and Peace.

At a meeting of the American Cabinet at Washington on February 23, Mr. Bryan, Secretary of State, had an emerald pin representing a white dove of peace, with an olive branch in its mouth, displayed conspicuously in his coat lapel. When questioned concerning possible complications between the United States and foreign Powers, the Secretary pointed to the emblem, and refused to make any further comment.

Maharaja of Patiala's Munificence.

The Maharaja of Patiala has offered the following articles for Sikh soldiers on service at the front:—10,000 khaki shirts of Cambray, 10,000 Kaach, 10,000 towels, 10,000 combs and ornamental kirpans, 20,000 religious books (pocket size), 11,500 worth of Ritha, 8,700 worth of sarson oil. In addition His Highness has also offered sweetmeats for distribution to all Indian soldiers at the front on the King-Emperor's birthday. The gifts have been accepted by the Viceroy.

Germany the Renegade Among Nations.

The Times says the whole world is coming to understand that the German cannot be permitted to wreck the fabric of civilisation which has slowly been built through centuries of human endeavour. Upon the task of retribution the Allies are now sternly engaged. If they must pursue it alone they will do so without flinching; whatever the cost, but the destruction of the Lusitania must assuredly hasten the day when every civilised power will feel constrained to join in branding with eternal infamy the renegade among nations.

Unemployment of Chinese in Singapore.

In the report of the Protector of Chinese in Singapore for the past year, it is stated that the outbreak of the European war caused a large amount of unemployment in the Colony. To meet this difficulty a system of voluntary repatriation of Chinese to their native villages at Government expense was introduced. Up to the end of the year 9,980 persons were so repatriated from Singapore, 907 from Penang and 385 from Malacca.

THE COTTON TRADE.

The Mid-American market has kept fairly steady, the latest New York quotation being 9.58 cents July and 9.94 cents October. The Liverpool market is reported steady. There has been very little activity in the local cotton market. Prices have advanced slightly. Crop reports from the cotton districts are satisfactory, and the outlook for the new crop is good. All yarn markets have been dull. The piece goods market has not been very active. At the auctions about two-thirds of the usual quantities were put up. Prices were a shade better than last week.

If you have lost your appetite or the big variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.

NOTICE.

Ten Victor Records

which should be in every home

Another group of ten records which are among the favorites in the Victor Record catalog.

Mother Machree	Song	McCormack	64181
When love is kind	Gluck		64325
Cavotte from Mignon	Violin	Powell	64454
Ave Maria	Song	Melba-Kubelik	89073
Le Carillon de Cythere	Piano	Paderewski	88492
Jean	Song	Evan Williams	64280
Jolly Robbers Overture	Band		35077
La Boheme Selection			
A Nightmare in the desert	Shoridan		35077
The Conundrum	Band		
A Millicent (Waltz Hesitation)			35395
A Mighty Lak a Rose			
If I built a world for you	Song	Dunlap	17407
If I cannot help loving you			

Exclusive Agents,
MOUTRIE'S.

DIARY OF A GERMAN OFFICER AT TSINGTAO.

(Continued from yesterday.)

September 30.—11 a.m. Heavy firing last night, we had a night off. This morning our observation balloon went up to a height of between 1,500 and 2,000 metres. The observer located an enemy's howitzer battery behind the nearest heights. B. XII opened fire on this; the balloon signalled the hits by flag. The Austrian cruiser Kaiserin Elisabeth shelled the enemy's howitzer battery and got one hit. Yesterday and to-day we rested from 11 a.m. till 4 p.m. I would gladly do without this if we might fire instead. Last night the Japanese torpedo-boats attempted a dash through the outer minefields, but they got within 8,700 metres when H.H. (Fort "A") opened fire on them and they turned back.

In General Orders it was announced to-day that up to September 28 the Japanese losses are 110 killed and wounded. Four of the English Staff and three of the Japanese are quartered in the market place at Litten. So far no English or Russian troops have taken part in the fight. The shooting of the Japanese troops is very bad, while that of our Marines is very good. During the last year the 3rd. battalion S.M. have regularly received decorations for shooting. The Chinese report that the Japanese are in a blue funk when they think they are up against the Marines. Our infantry appeared to be very done up when they fell back, their toes were sticking out of their boots, their helmets were shrt through, etc. Here we sit and are allowed to do nothing. No firing since 6 p.m.

October 1.—Very little firing up till 12 noon. We slept from noon till 4; 4 to 5 cleaned arms. The Japanese artillery have not fired from the land side since September 27. They are probably digging in their guns behind the hills in front of the infantry redoubts.

The Jaguar In Action.

October 2.—Our land batteries kept up a very heavy fire last night and this morning till midday, we heard a lively machine-gun fire from No. 5 (British No. 1) Redoubt but do not know what it was at.

October 3.—1 p.m. The artillery and S.M.S. Jaguar have again fired a good many rounds, the latter made good practice against the enemy's flank. At 8 p.m. last night our infantry made a sortie from No. 5 (No. 1) redoubt, they met the Japanese just behind the big obstacle (high wall and wide barbed wire entanglements). After a lively fire our men had to retire. The Japanese objective was probably our water-works at Haipo (pumping station).

October 3.—1 p.m. The artillery were fired last night from our land batteries. The 15 cm. field howitzers also fired a few rounds. An aviator was sighted but did not come near us, 10 p.m. B.XII fired some rounds. At the Jaguar was firing into the enemy's flank this afternoon she was shelled by

a hostile battery, one shot is said to have slightly damaged her. It is a fine sight to see the columns of water rise up all round the ship. The Jaguar was not easily scared and replied merrily. Fort Schuonwa (?) fired her 21 cm. shrapnel, our battery is the only one which has not yet fired. Our patience is certainly being taxed to the utmost.

October 5.—10 a.m. At 9 a.m. an enemy's battery opened fire at No. 11 battery and the horses of the field battery. On No. 12 battery and Schuonwa (?) replying, the enemy ceased fire. At 7 a.m. this morning the aviator appeared and was shortly followed by two more, some bombs were thrown. They were using two biplanes in a mon plane.

Japanese Emperor's Birthday.

October 6.—As to-day is the Kaiser of Japan's birthday we thought the Japanese would make an attack on Tsingtao in order to make a present of it to their Kaiser, instead of that they did absolutely nothing. The battleship Triumph bombarded No. 1 (No. 5) Redoubt. The aeroplanes were again sighted.

October 8.—Yesterday our observation balloon broke away from its moorings near Illis Berg. It was proposed to send it up without an observer to try to draw the Japanese artillery fire as we wished to know at which places behind the hills they are digging in their batteries. The wind was, however, too strong and the cable broke. At 11 a.m. to-day the Jaguar and S. 90 were shelled whilst they were firing at the enemy. I was just going on guard and so had a good view of the who's thing. Neither ship was damaged as the shells struck water at from 500 to 1,000 metres wide. Yesterday evening B.U. at last received permission to fire, the target was to be a large gun emplacement, range 9,000 to 9,500 metres. We fired 100 shells between 5.30 and 10 p.m. To-morrow we are to get up at 5 a.m. and to commence firing at 6 a.m.

October 10.—Yesterday afternoon we fired 50 more case-hardened shells.

An Armistice.

October 11.—Another aero plane came in sight to-day.

October 12.—The Japanese proposed a 4 hours armistice lasting from midday till 4 p.m. Their patrols went out to find their dead and wounded. Ours did the same. Naturally all went unarmed. The Japanese can be easily seen through a telescope as they search the ground. They have a uniform the same as our infantry (a khaki suit). Both patrols carry a white flag with them. If the Japanese show themselves without a white flag they will be fired upon by our artillery.

October 14.—In the forenoon we were bombarded from the sea, the fire was mainly directed against Illis Berg and H.H. The latter replied to the fire and at 14,000 metres made some hits with her 21 cm. guns. B.B. can only fire when the enemy comes within a range of 10,500 metres, if they do come within that they will catch it. Our aviator Ober-Lieutenant Zur-See Pluchow

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made an ascent yesterday in his monoplane. Two Japanese biplanes chased him but could do nothing as a monoplane can fly much higher. We have a great respect for Ober-Lieutenant Pluchow, he is always cheery, and ready to take, and runs great risks. At the same time he is a small man.

October 17.—At 6 a.m. this morning a hostile battery, posted behind Kuschan, fired on the Kaiserin Elisabeth but did not hit her. At 10 a.m. they again fired on the Kaiserin Elisabeth. Yesterday and the day before it poured, to-day it is clear and bright.

October 18.—To-night S. 90 sank a Japanese coast defence vessel and then ran ashore on the coast and was wrecked. The crew were landed and no one was wounded.

October 19.—A Japanese battleship has apparently struck a mine, she has a list of from 15 to 20 degrees to port and is slowly steaming eastward. A Chinese Minister reports that two... are on their way to T-ingtao.

Under Heavy Bombardment.

November 3, 10 p.m.—For the last 6 days Tsingtao has been heavily bombarded from the enemy's land batteries. Most of our land front batteries as well as most of the guns have been destroyed. This month the sea front batteries have been sparing with their ammunition as they expect an attack which does not come. Our battery has been badly damaged by howitzers, two of the howitzers have been damaged, direct hits have gone through the splinter proof shed. The crews were not wounded as they were all under cover. The chief observation post where I have my war station has been heavily shelled. Large holes have been torn in the concrete roof, but the roof is still standing. It is very unpleasant when one has to sit in the position and is unable to protect one's self whilst shells crash in on the roof every three minutes. It is better fun in the field where one gets a run for one's money. There is no longer a single battery here which has not been

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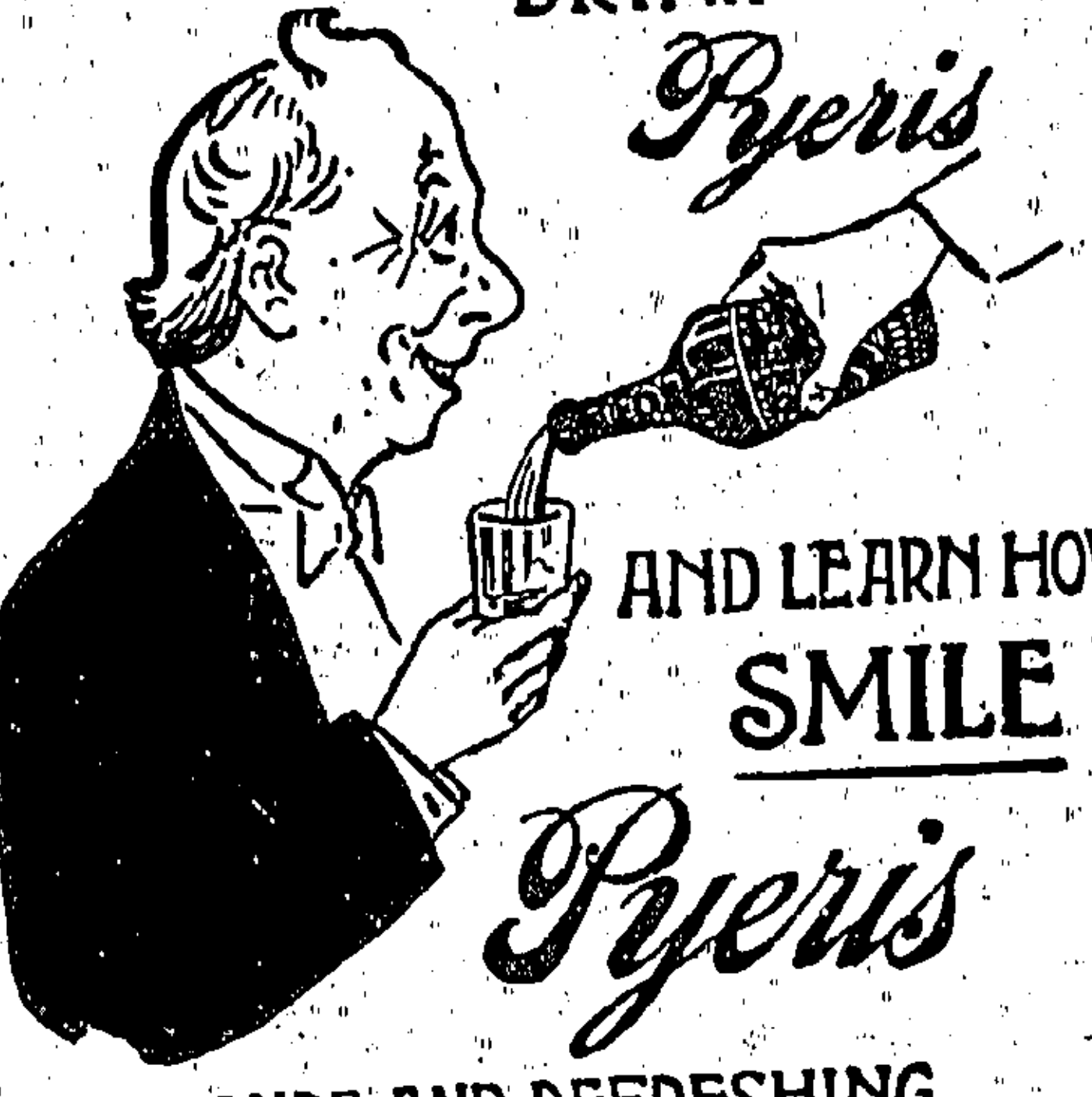
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The Hongkong Telegraph

HONGKONG, SATURDAY, MAY 29, 1915.

A COALITION MINISTRY.

Whether the new Ministry proves a huge success or a dismal failure—and there is probably no middle way—Mr. Asquith will always be able to congratulate himself on having had the best interests of the country in view when he was instrumental in forming it. In his letter, which Mr. Bonar Law read before the Unionist Conference on Thursday, the Premier stated that "he had definitely come to the conclusion that the conduct of the war to a successful and decisive issue could not be effectively carried on except by a Cabinet representing all parties." What the facts were which, after nearly ten months of war, led him to this conclusion, the public has no means of knowing, though all of us are at liberty to speculate. On the face of it, it would appear that aspersions have been cast on those in whose hands the main control has hitherto lain, and that such members of the public as held contrary political views to those of the Party in office, were disposed to question the wisdom of many of its actions. That is only in accordance with human nature. When the now-retiring Ministry came into power, the extremely narrow majority by which it defeated the Opposition showed that, as nearly as possible, half the country was not in favour of its ambitions. Subsequent events did not tend to strengthen the confidence of that half and, by the time there was talk of war, the country was well ripe for another election.

Since August the elections have been, at least superficially, well satisfied with most of what the Radical Ministry has done. They have had one big grievance, it is true: the terribly suicidal attitude of certain members of the Government towards the alien enemies; but other causes of complaint may be set down as quite secondary. Yet there was a vague general feeling of distrust, if we are to judge from the Home papers. This seems to have been traceable, not so much to the fact that the Conservative public disliked Liberal measures because they were Liberal, as to a certain exceedingly bitter recollection which rankled, and which would not be banished. John Bull could not, and cannot, forget that the Party that, till the last few days, was in office, was the Party that, in years gone by, pooh-poohed the notion of Germany's harbouring sinister intentions, and that, for a long time, deliberately stood in the way of a due increase of armaments. John Bull, when he reads of the foul deeds of German soldiers in France and Belgium, reflects that, had the advocates of peace and moral suasion had their way throughout, his own country would at this moment be over-run by the blackguards who have made Belgium their temporary home. With this thought in his mind the Britisher would be disposed to distrust a Cabinet of angels if they came in Radical guise.

We are not to suppose that Mr. Asquith has been blind to all this; and it is fair to suppose that, for many months past, he has been testing various possible solutions of the difficulty. The particular one at which he has finally arrived and upon which he has advised His Majesty to act is, before all things, politic. It avoided, in the first place, that other most undesirable solution: a general election. Secondly, it placed at the disposal of the Empire the united abilities and experience of some of the best men on the Opposition side of the House; it introduced, at a seasonable moment, a trade unionist into the list of the King's advisers and it even left a vacancy for the leader of the Irish Party—in all of which there was wisdom. Persons of a more analytical or more suspicious type of mind may insist that a third object is served by the Prime Minister's calling together a mixed Cabinet. The war is not going to last forever; the time is coming not only when it will be "all over," but when it will have ceased to claim men's interest; and when they will have turned their attentions towards politics for politics' sake once more. Had a Liberal Government remained in power throughout (the cavillers may say), its chances of being returned at the next general election, and the next after that, would have been negligible. Had it resigned in the middle of the war, it would have not only imperilled but killed its future chances. By calling in the aid of men from the opposite side, the Premier places them in a position wherein, if they have serious weaknesses, they are bound, at a fairly early date, to exhibit them; and thus, when peace comes and there is talk of party politics once more, the nation's grudges and recriminations may stand a chance of being divided more or less equally between Liberal and Conservative. Such will doubtless be the opinion of a considerable number of people. Whether they are justified in holding it or not the coming months will show us.

Labour in the Cabinet.

It is pleasing to read, in one of this morning's wires, that a noteworthy feature of the meeting of the new Cabinet was the hearty welcome given to Mr. Henderson, the Labour candidate. At the same time we scarcely see why Renter should have been at the trouble of informing the world of the fact, seeing that it is not customary among British gentlemen to do other than "play the game" by a new colleague, whoever he may be. It is only in the imagination of street-corner orators that the cold shiver is given to the man whose energies have raised him above his own class. In reality it is usually the other way about; the exercise of patronising insolence and would-be hauteur being confined usually to such places as Teetotaling. When Mr. Burns was elected to Parliament, many men on both sides and in both Houses went out of their way to smooth his social path for him, and we believe he is the first to admit this. The only occasion on which, so far as the public is aware, any display of bad or questionable form took place in connection with the Labour men was in the case of the doughty Mr. Keir Hardie; who, because he insisted on appearing at the House night after night in a workman's cap with "ears," had a new tilt hat sent to him by some youthful and mischievous Conservative Members.

An Easier Time for the Police.

We remarked, some six months ago, that the decrease in crime since the war was by no means confined to Britain but was noticeable in this Colony even. Since then we have had no reason to contradict our statement. As the recently-published Report of the Captain Superintendent of Police showed, the number of thefts and other offences complained of at the police station was enormously diminished during 1914, and we may take it that it was during the five war months of last year that such diminution was most apparent. We can hardly suppose that the Chinese criminal would let his loyalty to the Empire interfere with his profession—as has undoubtedly been the case in Britain and France—so we have to assume that the police have been increasingly vigilant. With this wide-awakeness on the part of the guardians of the law, all we want now, to make Hongkong an ideal place where absence of crime is concerned, is a definite course of police court and criminal court severity towards evildoers, and all will be right.

The Energetic P. W. D.

When the P. W. D. has a little time to spare from the business of making and unmaking roads, it might turn its attention to a little matter affecting not only the public, but the comfort of the public. We refer to about an inch and a half of iron pipe, perhaps an inch in diameter; quite a small thing, but inconvenient when it happens to be protruding above the level of the roadway. It is to be found opposite the entrance to the Victoria Theatre, close to the edge of the road, and if the P. W. D. would send an expert down to examine it, it is possible that he might come to the conclusion that it ought to be removed. The other night a local gentleman was getting out of his ricksha at this spot, caught his toe against the piece of pipe, and fell headlong. There used to be a similar ornament in the middle of Wynham Street but it may possibly have been stolen. Of course, in the case of the Puttlinger Street stumbling-pipe, a private individual might take it into his head to pass along with a hammer and settle the business without troubling the Department; but what if he should, by so doing, disorganise the gas or water or sanitary system? Such strange things are done in this Colony that, for aught one knows to the contrary, the well-being of thousands may hang on that inch and a half of pipe. If the P. W. D. dare not remove or level it, how would it be if a shovelful of cement were put round it?

DAY BY DAY.

A NORMAL IMPULSE IS A BETTER GUIDE THAN A FOOL SENSE OF DUTY.

The Weather.
Lower level 8 a.m. Temp. 77; fine.
At the Peak 8 a.m. Temp. 70; clear.

Count the Columns.
Yesterday the Telegraph published 37 columns of solid reading matter. To-day there will be 45 published.

The Mails.
French Mail.—Closed per a.s. Amzone 2 p.m. to day.
Siberian Mail.—Closes per a.s. Kanchow to-day at 4 p.m.

Up to the Minute—Share Market News.

Closing prices:
Hongkong and Shanghai Banking Co. \$795, buyers.
Shanghai Lands Tls. 100.
China and Manila S.S. Co. Ltd. \$4.80, buyers.
Douglas Steamship Co. Ltd. \$51, buyers.
China Sugar Refining Co. Ltd. \$111, sellers.
Ewo's.—Tls. 150, buyers.
Luzon Sugar Refining Co. Ltd. \$23, sellers.
Hongkong and W'poo—D. Co. Ltd. \$63, non.

The Dollar.
The rate of the dollar on demand to-day is 1s.9.13/10d.

To-day's Anniversary.
To-day is "Royal Oak Day"—the 255th anniversary of the Restoration.

Crown Land Sale.
A sale of Crown Land at Shaik Ku Lung will take place at the District Office on June 22 at 2.30 p.m.

Kallian Mining.
We are informed that the total output of the Administration's mines for the week ending 15th May amounted to 65,801 tons and the sales during the period, to 50,645 tons.

Tennis League.
The following team will represent the Wigwam Club in their match with the University to-day viz:—Messrs. Humphreys, Le Breton, Hanson, Lumber, Wilks and Sewell.

Arms Exportation Prohibited.
The exportation of arms, ammunition, gunpowder, military and naval stores and sulphur and saltpetre has been further prohibited for a period of one year by a proclamation of H. E. the Governor issued in the Government Gazette to-day.

Intestacy Notification.
Notice is given that, if no claimants appear within twelve months to claim any funds remaining from the estates of the undermentioned deceased persons such funds will be transferred to the Revenue of this Colony:—Joao Mendes \$27.14; Mrs. Caroline Sperry \$35.95; Chung Yow Loy \$34.07; Chan Tai Tai \$47.87; Li Ling 30.35.

Telegrams to Indo-China and Siam.
The Eastern Extension Australasia and China Telegraph Co., Ltd. inform us that Cable Communication with Siam and Haiphong being interrupted, telegrams for Indo-China and Siam can only pass at present via Madras-Moulmein at the following rates per word:—Cochin China \$1.90 Tonkin and Annam \$2.25 Siam \$1.65. Senders will please mark their messages accordingly. There is no "deferred" rate by this route.

Road Naming Notification.
The roads and path described below shall bear the following names vide the Government Gazette:—Road from Victoria Gap contouring the hillside to the westward and passing below R.B.L. 52 ("Bishop's Lodge"), Lugard Road. Road from Victoria Gap contouring the hillside to the eastward, crossing Plantation Road and passing below R.B.L. 2, Findlay Road. Path connecting Findlay Road with Plantation Road and passing below R.B.L. 101 ("The Farm"), Findlay Path.

TYPHOON WARNING.
American Consulate General Hongkong favours us with the following Typhoon Warning, the telegram quoted below was received from the Manila Observatory at 4.10 p.m. May 28, 1915.

Cyclone or Typhoon West of Bashi Channel Moving N. E. or E. N. E.

NOTES ON THE CRISIS.

FURTHER FRENCH AND BRITISH SUCCESS.

News Good and Bad.

Before we had had time to digest the intelligence that the Triumph had been torpedoed, there came the further news that the same fate had befallen H.M.S. Majestic. Happily she was an old ship, and nearly all of her company seem to have been saved. The sinking of vessels like the Triumph and the Majestic will be regarded by many of our readers as only a small thing in comparison with the Princess Irene disaster. A week ago we had to record the tragic fact that a hundred and sixty soldiers and some civilians had been killed in the Carlisle railway smash. A few months before, H.M.S. Bulwark was blown up at Sheerness, with great loss of life; and now we have somewhere about a couple of hundred men—sailors and dockyard men—killed in a not dissimilar explosion on the Princess Irene. How do these things happen? We look for blunders where the giving out of stores is concerned; we read without surprise that boots for the right foot only were sent out to the Crimean trenches, and that scandals innumerable hang round the remount and food supply during the Boer War; we even listen without exaggerated wonderment to the complaints that there has been a serious shortage in the supply of war munitions during the present campaign; but it is with quite different feelings that we learn that the C.P.R. boat and the Bulwark were "accidentally blown up." Our naval officers, and men taken as a whole, are the most confident and most all-round competent of any in the world, and it is not customary for a ship in their charge to be accidentally blown up. It strikes us very forcibly that it is going to be hard work to prove to the British public that such accidents would have happened had there been no Germans at large at home. Of course the Germans may be innocent and the explosion on the both ships may have been the purest chance; but will John Bull look at the matter in that light when those responsible for the liberty allowed to alien enemies ask him for his vote at the next election?

Bravo E. II.
We wanted something to take the taste of the Triumph, Majestic and Princess Irene set-backs out of our mouths; and we find it in the various of last night's and this morning's wires. Constantinople's troubles are thickening, and its truth about a common swindler people must be sanguine indeed if they see any way of avoiding the fate that threatens it. According to report, a French submarine has sunk a Turkish destroyer near to the city, while the British E.L. has made things even more lively in the same neighbourhood. Having sunk a vessel laden with what the Turks badly need—ammunition—in the Sea of Marmora, she pursued a supply ship and sank her even alongside her own pier, then entered Constantinople itself. We can do with some more items like this.

French and British Busy.
The news from Galicia continues to be of a contradictory nature and calls for some elucidation. This is not the case with the messages from the French front, where the Germans continue to lose heavily at the hands of the Allies. One war comes the statement, in particular, that a shell smashed a German gas cylinder, with dire results to the owners. A later wire says that the British artillery "is doing magnificently," and adds that our men are breaking through even concrete and steel-plated trenches. Doubtless the Germans are arriving at the conclusion that the material that will stop British troops has yet to be invented. The feat of the French aeroplanists at Ludwigs-hafen is just magnificent. No less than eighteen machines attacked this most important explosive factory, and only one came to grief. This is a useful form of reprisals for the raid on the "fortified city" of Southampton.

General Barker Arrives.
May 27.—"Major General Barker, our new Commander-in-Chief, arrived here yesterday by the English Mail."

1890.

HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for the week ending May 29, 1890.)

The Dollar.

May 29.—"The rate of the dollar on demand to-day is 5/3 3/4."

The Germans in East Africa.

May 23.—"In the debate in the Reichstag on the colonial policy of the Government, General Caprivi said it was now impossible for Germany to go back without loss of honour and money; that Germany has no intention of encroaching on the British sphere in East Africa, but, on the contrary, is determined to proceed in harmony with England; that Emin's mission was merely to enter upon relations with the tribes of the interior; and to draw up an estimate of the cost of establishing fortified stations."

Heavy Rains.

May 23.—"The heavy rain which has prevailed since yesterday undermined some thirty feet of retaining wall of the Párese Cemetery, which collapsed this morning."

Mr. Fraser Smith and his Enemies.

May 24.—"Where is Oscar Brand?" is the question of the hour on the Rialto. We are much afraid that Oscar has been grievously disappointed as Hongkong public generally, and his Honour the Acting Chief Justice in particular. At all events his former haunts know him no more in this colony—and we are credibly informed that he has "gone where the woodbine twines," leaving many anxious inquirers to bewail his absence. And yet only a few short weeks ago—vide the Acting Chief Justice's eloquent summing up to the jury in *Brand v. Fraser Smith*—purest chance; but will John Bull look at the matter in that light when those responsible for the liberty allowed to alien enemies ask him for his vote at the next election?

The Richmond Terrace Estate and Building Co., Ltd.

May 24.—"The ordinary general meeting of the shareholders of the above Company was held at the offices, Queen's Road, to-day. Mr. J. D. Humphreys presided, and Messrs. H. Humphreys, G. C. Cox, Mancell, Sutton, Talbot, Clements, Nobbs, etc., were present. The report was adopted on the motion of Mr. Mancell, seconded by Mr. Nobbs. The Chairman proposed the appointment of Mr. A. W. Maitland, which was seconded by Mr. Sutton, and agreed to. The Chairman added that he had intended to lay before the meeting the projects he had in view for the furtherance of the Company, but his time had been so occupied of late, in consequence of the recent fire at the Dispensary warehouse, which had entailed an immense amount of extra work, that he was compelled to await another opportunity of doing so. He would, however, let the shareholders know his views by circular, and if, as he believed, they were in accord with him, a meeting to consider the matter would be held in due course. The proceedings then terminated."

General Barker Arrives.

May 27.—"Major General Barker, our new Commander-in-Chief, arrived here yesterday by the English Mail."

1890.

SHARE REPORT.

The quotations which follow are from the Hongkong Telegraph for May 28th, 1890.

Hongkong and Shanghai Bank—193 per cent. premium, buyers.
Union Insurance Society of Canton—\$100 per share, sellers.
China Traders' Insurance Company—\$70 per share, sellers.
North China Insurance—Tls. 355 per share, buyers.

Canton Insurance Company, Ltd.—\$120 per share, sellers.
Yangtze Insurance Association—Tls. 96 per share.

Hongkong Fire Insurance Company—\$370 per share, sellers.
China Fire Insurance Company—\$85 per share, sellers.

Hongkong and Whampoa Dock Company—53.1-2 per cent. premium, buyers.

Hongkong, Canton and Macao Steamboat Company—\$57 per share, buyers.

China and Manila Steamship Company—\$105 per share, sellers.

Hongkong Gas Company—\$135 per share, sellers.

Hongkong Hotel Company—\$190 per share, buyers.

Hongkong Hotel Co.'s Six per cent. Debentures—\$501.

Indo-China S.N. Company—25 per cent. dis., sellers.

Douglas Steamship Company—\$54 per share, sales.

China Sugar Refining Company, Ltd.—\$100 per share, sellers.

Luzon Sugar Refining Company, Limited—\$75 per share, sellers.

Hongkong Ice Company—\$98 per share, sellers.

Hongkong Rope Manufacturing Company, Ltd.—\$111 per share, buyers.

Hongkong and Kowloon Wharf and Godown Company—\$72 per share, sellers.

Hongkong Dairy Farm Co. Ltd.—\$10 per share, sellers.

A. S. Watson and Co., Ltd.—\$21 per share, buyers.

Hongkong High Level Tramway Co., Ltd.—par. nominal.

Hongkong Steam Laundry Co., Ltd.—\$25 per share.

Green Island Cement Co. (old issue)—\$33 per share, nominal.

Green Island Cement Co. (new issue)—\$3 per share, nominal.

Hongkong Land Investment Co., Ltd.—\$91 per share, sellers.

Hongkong Electric Co., Ltd.—\$7 per share, nominal.

West Point Buildings Co., Ltd.—\$40 per share, sellers.

The Haiphong-Hongkong Cable.

May 28.—"The cable between Hongkong and Haiphong, which has been so frequently out of order lately, is to be partly renewed, a fresh length being now on its way out."

Our Sanitary Board.

May 29.—"Only business on the agenda of the Sanitary Board this afternoon—establishment of a Vaccine Institute. Sort of call college. Proceeds delayed twenty minutes for want of quorum. Advent of Dr. Cantle, to support the President; Vice-President, and Mr. Wong Shing, received with a sign of relief. A letter from the Acting Colonial Secretary with reference to overcrowding in Taipingshan, read. Piece of ancient history. Wong Shing selects the matter for his annual speech. Nothing done. Water supply at Kowloon also under debate. Hon. P. Chadwick of much assistance. Recommends reservoir 245 feet high. Nothing done. Board still flowing on at five o'clock."

The above reference to the overcrowding in Taipingshan is of particular interest to modern Hongkongites. It will be remembered that it was in the heart of this neighbourhood (Station Street) that the disastrous fall of houses took place two years ago, and it was then that the Telegraph gave some illuminating figures on the subject of overcrowding in the houses in question. It is noticeable that, even in 1890, this above was "ancient history."

SHIPPING

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents,
Bankers, &c.Head Office for the Far East:—16, DES VŒUX ROAD, HONG-
KONG. SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA:
32, WATER STREET. MANILA: Manila Hotel.TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP
LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and
CASHED.Cook's "FAR EASTERN TRAVELLER'S GAZETTE" con-
taining sailings and fares from the Far East to all parts of the
World, will be forwarded free, on application.
Chief Office:—LUDGATE CIRCUS, LONDON, E.C.THE AUSTRALIAN
ORIENTAL LINEHONGKONG TO PHILIPPINES & AUSTRALIAN PORTS
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
CHANGSHA	19th June.	25th June.

These steamers are fitted with Refrigerating machinery, ensur-
ing a plentiful supply of ice, fresh provisions etc. and have superior
accommodation with Electric Light throughout and Electric Fans in
the State-rooms. A duly qualified Doctor is carried. Reduced Fares.
Cargo booked through for all Australian, New Zealand and Tas-
manian ports.

For Freight or Passage apply to

Butterfield & Swire.

Telephone No. 93.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.
EASTWARD.The S.S. "Itola," tons 5,237, Capt. Butler, will be despatched
for Shanghai, Yokohama, Kobe & Moji on the 20th June.

WESTWARD.

The S.S. "Dunera," tons 5,389, Capt. Dickinson, will be des-
patched for Singapore, Penang & Calcutta on the 4th June.The S.S. "Japan," tons 6,013, Capt. Seddon, will be despatched
as above on 20th June.The above steamers have excellent saloon accommodations for
passengers and are fitted with all modern conveniences and carry a
duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, May 27, 1915.

Agents.

HONGKONG, CANTON, MACAO & WEST
RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON and MACAO
STEAMBOAT Co., Ltd. and CHINA NAVIGATION Co., Ltd.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.

SATURDAY, 29th MAY.

10.00 p.m. Kinshan. | 5.00 p.m. Fatshan.

SUNDAY, 30th MAY.

10.00 p.m. Fatshan. | 12 noon Kinshan.

Single Fare by Night Steamer.....	\$ 6.00
Return Fare by Night (available also for Return by day Steamer).....	10.00
Single Fare by Day Steamer.....	4.00
Return Fare by Day Steamer.....	8.00

HONGKONG-MACAO LINE.

s.s. Sul Tai, tons 1,651 | s.s. Taishan, tons 2,006

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok
Street Wharf. Sundays at 9 a.m. and 1 p.m. from the Company's
Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. & 2 p.m. Sundays at 7.30 a.m. & 3 p.m.

EXCURSION TO MACAO.

SUNDAY, 30th MAY.

The Company's Steamship TAISHAN
will depart from the COMPANY'S WING LOK STREET WHARF
at 9 a.m. and return from Macao at 3 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday at 7.30
a.m. and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.
REDUCED FARES 2nd CLASS and DECK.

CANTON-MACAO LINE.

s.s. "SUI AN."

Departures from Macao to Canton on Monday, Wednesday and Friday at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday at 4.30 p.m.JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., THE CHINA
NAVIGATION CO., LTD. & THE INDO-CHINA
STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

s.s. Sainan, 588 tons and s.s. Nanning, 469 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednes-
day and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the
same days at 8.30 a.m. Round trips take about 8 days. Passengers can return to
Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI.
These vessels have superior Cabin accommodation and are lighted throughout by
electricity. Electric fan in each Cabin.

Working Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
HOTEL MANSIONS (First Floor),
Opposite the Blake Pier.

SHIPPING

IPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Destination.	Steamers.	Sailing Date
MARSEILLES AND LONDON, via Singapore, Penang, Colombo, Suez & Port Said	\$Fushimi Maru Capt. Irizawa \$Hirano Maru Capt. Fraser	T. 21,000 {THURS., 3rd Jun., at noon. T. 16,000 {THUR., 17th June at noon.
VICTORIA, B.C., and SEATTLE via Keelung, Shang- hai, Moji, Kobe, Yokkaichi, and Yokohama	\$Aki Maru Capt. Noma	T. 12,500 {TUES., 15th June at 4 p.m.
SYDNEY & MEL- BOURNE, via Manila, Thurs- day Island, and Townsville	\$Tango Maru Capt. K. Soyeda \$Nikko Maru Capt. Takeda	T. 13,500 {TUES., 15th June at 4 p.m. T. 9,600 {FRI., 16th July at 4 p.m.
CALCUTTA via S'pore, Penang & Rangoon	\$Kawachi Maru Capt. Kurozumi	T. 12,500 {TUESDAY, 1st June.
BOMBAY via Singa- pore, Malacca and Colombo		
KOBE	\$Sanuki Maru Capt. Tsuda	T. 12,500 {MONDAY, 31st May.
SHANGHAI, Moji & Kobe	\$Iyo Maru Capt. Okamoto	T. 12,500 {TUESDAY, 1st June.
NAGASAKI, Kobe & Yokohama	\$Nikko Maru Capt. Takeda	T. 9,600 {SUNDAY, 13th June, a.m.
SHANGHAI, Kobe and Yokohama ...	\$Kamo Maru Capt. Shimizu	T. 16,000 {WED., 16th June, a.m.

{ Fitted with wireless telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
Fushimi Maru	25,000 tons	Thursday 3rd June
Hirano "	16,000 "	" 17th June
Katori "	20,000 "	" 1st July
Kamo "	16,000 "	" 15th July
Kashima "	21,000 "	" 29th July

FOR AMERICA.

Aki Maru	12,500 tons	Tuesday 15th June
Tamba "	12,500 "	" 29th June
Yokohama "	12,500 "	Thursday 8th July
Sado "	12,500 "	Tuesday 27th July

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI.....	Kanchow	30th May at d'light
HOIHOW & PAKHOI.....	Singan	30th May at 11 a.m.
MANILA, CEBU & ILOILO.....	Chinhua	1st June at 4 p.m.
SHANGHAI.....	Luchow	1st June at 4 p.m.
NINGPO.....	Chekiang	1st June at 4 p.m.
WWEI & TIENSIN.....	Huichow	3rd June at 4 p.m.
MANILA, CEBU & ILOILO.....	Taming	8th June at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
"S.S. LINTAN" and "S.S. SANUI"MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming,"
and "Tea." Excellent saloon accommodation amidships; electric
fans fitted; extra staterooms on deck aft on "Taming" & "Tea."SHANGHAI LINE.—The Twin Screw steamers "Anhui"
and "Chenai" and the S.S. "Kanchow," "Liangchow,"
"Luchow" and "Yingchow" having excellent accommodation,
with Electric Light throughout and Electric Fans in the
State-rooms and Dining Saloon, maintain a fast schedule service
between Canton, Hongkong and Shanghai, leaving Hongkong
for Shanghai direct every Tuesday, Thursday and Sunday, taking
Cargo on through Bills of Lading to all Yangtze and Northern
China Ports.These steamers land passengers in Shanghai, avoiding the
inconvenience of trans-shipment at Woosung.

For Freight or Passages apply to

BUTTERFIELD & SWIRE

Telephone No. 36.

Agents.

Hongkong 29th May, 1915.

SHIPPING

JAVA-CHINA-JAPAN
LIJN.Regular Fortnightly Service between
JAVA CHINA and JAPAN.

Steamer	From	Expected on or about	To	Will leave on or about
Tjikini	JAVA	2nd half May		
Tjilmanock JAPAN		26th May	JAVA	29th May
Tjilalajap	JAVA	25th May	S'HAJ & 1st half June	
Tjipanas	JAVA	4th June	JAPAN	1st half June
Tjitaroemx	JAVA	15th June	S'HAJ	2nd half June

x Wireless Telegraphy.

The steamers are all fitted throughout with electric light and
have accommodation for a limited number of saloon-passengers. All
steamers carry a duly qualified surgeon. Cargo taken at through
rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

Yark Building.

115

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leaves Hongkong
Chiyo Maru	22,000 - 21 knots	Tuesday, 8th June, at noon.
First Class to London.....	271.10	Return (6 months) £120.
First Class to New York.....	260.	" " £96.10.
" " " San Francisco	245.	" " £68.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSION-
ARIES &c. ROUND THE WORLD Tickets issued in Connection with all the Principal
Mail Lines and the Trans-Siberian Railway.
Passengers may travel by Railway between ports of call in Japan free of
charge.

SOUTH AMERICAN LINE.

VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, SALINA CRUZ,
PANAMA, OALLAO, IQUIQUE and VALPARAISO. THENCE BY TRANS-
ANDIAN ROUTE TO BUENOS AIRES, ETC.

Kiyo Maru 17,200 - 15 knots Saturday, 10th July.

For Full Particulars as to Passage & Freight, apply to

K. DOI, Acting Agent.

KING'S BUILDINGS.

Telephone No. 291

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Aldenharn	1st May	28th May at 10 a.m.
St. Albans	14th May	22nd June "
Empire	24th June	17th July "

The above Steamers are fitted with Refrigerating Machinery, ensur-
ing a plentiful supply of Ice, Fresh Provisions, etc., and are
lighted throughout with Electricity. All State-Rooms have Electric
Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.,

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the
Coast, having splendid Accommodation for First-Class Passengers,
Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haiching	W. O. Passmore	TUES., 1st June at 1 p.m.
Haimun	A. H. Stewart	FRI., 4th June at 1 p.m.
Haifan	J. W. Evans	TUES., 8th June at 1 p.m.

Steamers will arrive at and depart from the Co.'s Wharf near

Blake Pier.

For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.

LOG BOOK.

Recent Mishap to Steamer
Montoro.

The Brisbane Courier of April 15 contains the following report: Messrs. Burns, Philp, and Co.'s steamer Montoro, en route from Singapore to Sydney, called at Pinkenba yesterday. On the voyage along the coast the vessel grounded on Off Reef, and the Shipping Inspector at Brisbane held a preliminary inquiry into the cause of the accident. Mr. Shale (assistant engineer surveyor to the Marine Board) surveyed the vessel and his report was such that the authorities allowed the ship to proceed to sea. Captain Samuel Mortimer, master of the Montoro, deposed at the inquiry that on the evening of April 9 Pilot Winkler was piloting the Montoro. Knowing that the pilot was strange to the ship, witness stayed on the bridge deck continuously until between 10.30 p.m. and 11.30 p.m. He checked the distances at Cairncross, Hannibal Islands. The checks tallied with Pilot Winkler's positions, and gave the speed of the ship at 11.7 knots. At 10.12 p.m. the Montoro was abeam of Hannibal Islands. The pilot let the vessel run on for 6 minutes, which brought the Montoro exactly on the track recommended. Witness heard the pilot set the course S. 48deg. E., which he checked on the chart, and found to be correct. At 10.20 p.m. he went below, and asked Pilot Winkler to call him at any time. At 1.5 a.m. on April 10 the second officer called him, and said, "The ship is ashore, sir." Witness went on the bridge, and the first land that caught his eye was Haggerstone Island. He had the engines stopped, and took bearings of Haggerstone Island, which bore S. 56deg. W.; also of Clerk Island, which bore N. 65deg. W. He then knew the ship was on Off Reef. Witness took charge of the ship at this juncture, and after having the wells and tanks sounded, and finding them all right, he endeavoured to get the ship off. At 3.49 a.m. the Montoro came off the reef, and proceeded at slow speed until the tanks and wells were again sounded. They were found to have no water in them, and the vessel was put at full speed on the voyage. Witness continued in charge of the ship from the time of the grounding until arrival at Pinkenba. He took charge as he had lost confidence in the pilot, because the pilot had made what he considered a very egregious mistake. Captain Miles Kelly Winkler, pilot for the inner route, Torres Straits, deposed that he joined the Montoro at Thursday Island on April 9, and piloted the ship south. The vessel passed Hannibal Islands at 10.20 p.m. on April 9, which gave a mean speed of 11.8 knots since leaving Thursday Island. At 8 p.m. the speed of the engines was reduced to 10 knots, but from 8.13 p.m., when the Montoro was abreast of Cairncross at Hannibal Islands, the ship had made 11.5 to 11.6 knots. He put that down to a fair tide—flood. At 11.20 p.m. Bird Island was S. 42deg. W. 11 miles. After steering S. 48 deg. E. from the Hannibals the vessel continued on the same course until Sunday Island was abeam at 0.20 a.m. on April 10, 24 miles distant, S. 42deg. W. At 0.51 a.m. what he took to be Nob Island was abeam, S. 42deg. west, 1 1/2 miles. The distance between the two places was 31 miles. He altered the course to S. 51deg. E., and at 1.5 a.m. what he took to be Clerk Island was approximately abeam by cross bearings with Nob Island, N. 79deg. W. and Clerk Island S. 34deg. W. The distance between Nob and Clerk Islands was 11 miles. The distance from Sunday Island to Clerk Island was 5 miles. Witness then came back to S. 48deg. E. course. He was then looking out for Haggerstone Island. He immediately discovered he had been looking at Haggerstone Island, and had considered it to be Clerk Island. Discovering his mistake he altered the course to S.W., and as the vessel was going

(Continued on Page 6.)

Oysters, Fresh, Fried or Stewed
Friedon, Haddock, Kippers, &c.,
ALEXANDRA CAPE.

SHIPPING

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong—(Subject to Alteration).)

For	Steamship	On
MANILA	Yuensang*	Sat., 29th May at 3 p.m.
SHANGHAI via Swatow	Wingsang†	Sun., 30th May at 4 light
HAIPHONG	Taksang	Sun., 30th May at 7 a.m.
SHANGHAI	Kwongsang†	Tues., 1st June at 4 light
S'PORE, Pang & Ocutta	Namsang*	Wed., 2nd June at 3 p.m.
SANDAKAN	Mausang†	Thur., 3rd June at noon
HOIHOW & Haiphong	Loksang	Sat., 5th June at 7 a.m.
MANILA	Loongsang*	Sat., 5th June at 3 p.m.
Wwei & Tientsin	Cheongsing†	Sun., 6th June at 4 light

Return Tours to Japan.]

The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsing" and "Kumsang," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dalny, Weihaiwei.
‡ Taking cargo on Through Bills of Lading to Kudat, Lanat, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.
For Freight or Passage,

Apply to JARDINE, MATHESON & CO., LTD.

Telephone No. 215.

General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice.

"SHIRE" LINE SERVICE—HOMEWARD.

For	Steamer	Date of Departure
LONDON	Monmouthshire	End of June.

TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. Ex. No. 9.

Agents.

[9]

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215.

Agents.

[14]

THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, Ltd.
TAIKOO DOCKYARD, HONGKONG.SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORGE-MASTERS, BRASS & IRON FOUNDERS, CON-
STRUCTURAL ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

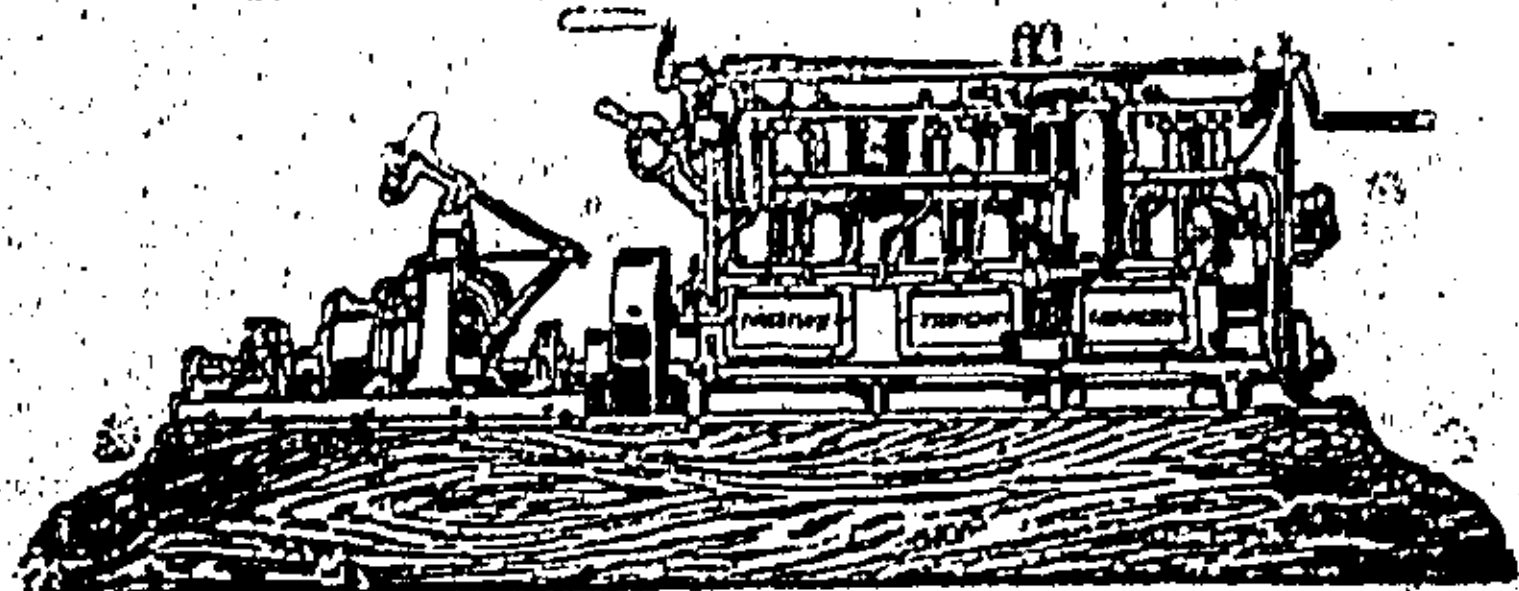
GRAVING DOCK 78' x 88' x 34' 6"

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-HEAD CRANES throughout the Shops, ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS for: JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2
150 H. P.
As supplied to the British Admiralty & War Office.O.S. type Motor and Reserve Gear.
B.H.P. Paraffin 70, Petrol 80.MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN
BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE
CRAFT OF EVERY DESCRIPTION.MOTOR PUMPING AND LIGHTING SETS, MOTOR
VEHICLES, etc.

Dockyard Manager

11 a.m. to 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN, AGENTS.

Telegraphic Address: "TAIKOO DOCK."

TELEPHONE No. 221.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
Marseilles via Ports	Amazona	M. M. .	29, May
M'les, L'don via S'pore etc.	Fushimi M.	N. Y. K.	3, June
London via Usual Ports of Call	Orient†	P. & O.	5, June
London	Mon'shiro	J. M. Co.	19, June

NEW YORK, SAN FRANCISCO AND CANADA.

Via T'may via M'la, K'lung, B.C., Mexico M.	O. S. K.	31, May
New York via Panama Canal	D. & Co.	E. of May
San F'co via S'hai & Japan &c.	P. & O.	1, June
Boston & New York via Suez	B. L. L.	10, June
San F'co via S'hai & Japan &c.	P. M. Co.	15, June
San F'co via Manila & Japan &c.	P. M. Co.	22, June
South A'ca Ports expect Man'lo	Kiyo M.	10, July
San F'co via M'la & Japan &c.	Nippon M.	13, July

AUSTRALIA.

Australian Ports	Aldenharn	G. L. Co.	28, May
Australian Ports via Manila	Tango M.	N. Y. K.	15, June
Australian Ports via Manila	Changsha	B. & S.	25, June

SINGAPORE, COAST PORTS AND JAPAN.

Tamsui, K'lung via S'tow & Amoy Daijin M.	O. S. K.	30, May
Shanghai, Kobe & Yokohama	M. M.	31, May
Singapore, Penang & Calcutta	J. M. Co.	3, June
Shanghai	P. & O.	3, June
Sandakan	Mausang	3, June
Singapore, Penang & Calcutta	D. S. Co.	4, June
Shanghai, Kobe & Yokohama	Kamo M.	6, June
S'hai, Moji, Kobe and Yokohama	Karmala	6, June
Nagasaki, Kobe and Yokohama	Nikko M.	14, June
Shanghai, Y'hama, Kobe & Moji	Itoia	20, June
Singapore, Mauritius & South		
African Ports		
Shanghai	Salamis	25, June
Shanghai	J.C.J. L.	Q. desp.
Shanghai	Tijitroem	Q. desp.
Shanghai	Tjikembang	Q. desp.
Japan	J.C.J. L.	Q. desp.
Shanghai	Tijitajap	Q. desp.
Shanghai	Tijitaoek	Q. desp.
Shanghai	Tijibodas	Q. desp.

TO SAIL

AMERICAN & ORIENTAL LINE.

FOR BOSTON & NEW YORK
VIA SUEZ.

THE Steamship

"TUSCAN PRINCE"

5,275 tons, will be despatched as above on Tuesday, 8th June.

For Freight etc. apply to

THE BANK LINE LIMITED.

General Agents.

Hongkong, 29th May, 1915.

HONGKONG-NEW YORK.



AMERICAN ASIATIC S.S. Co.

FOR BOSTON & NEW YORK

(With liberty to call at the Malabar Coast).

For freight or information, apply to

SHEWAN TOMES & CO.

General Agents.

MOVEMENTS OF
"STEAMERS."

CANADIAN MAIL.

The C.P.R. s.s. MONTEAGLE arrived
Vancouver on the 26th May, midnight.

AUSTRALIAN MAIL.

The Australian & Oriental Line s.s.
CHANGSHA left Sydney for Hongkong
via Queensland and Philippine Ports on
the 22nd instant and may be expected to
arrive on or about June 16.

AMERICAN MAIL.

The P. M. s.s. SIBERIA will be des-
patched from this port on Tuesday June
1 at 1 p.m. for San Francisco, via Shang-
hai, Nagasaki, Kobe, Yokohama and
Honolulu.

MERCHANT STEAMERS.

The I. C. S. N. s.s. CHEONGSHING
from Tientsin is due at Hongkong on the
30th May.The I. C. S. N. s.s. LAISANG from
Calcutta is due at Hongkong on the 6th
June.The I. C. S. N. s.s. SUISANG from
Calcutta is due at Hongkong on the 8th
June.The S.L. s.s. MERIONETHSHIRE from
London is due at Hongkong on the 25th
June.The S.L. s.s. BADNORSHIRE leave
London is due at Hongkong on the 12th
July.The s.s. DUNERA from Calcutta left
Singapore on the 26th May, morning and
may be expected here on or about the 1st
June, a.m.

VESSELS IN PORT.

Steamers.

Sangala, Br. s.s. 3,994, Nilue, 13th inst.—
Moji, 8th inst. Gen.—B. & S. & Co.Tambow, Rus. s.s. 2,517, L. Alekoff, 14th
inst.—Singapore, 5th inst. Gen.—
Order.Cheongtu, Br. s.s. 1,325, Speed, 15th inst.—
Bangkok 6th inst. Rice—B. & S.Laomedon, Br. s.s. 4,268, H.W. Evans, 15th
inst.—Shanghai, 14th inst. Gen.—
B. & S.Rheus, Br. s.s. 4,294, James Inkster, 19th
inst.—Shanghai, 16th inst. Gen.—
B. & S.Childar, Norw. s.s. 1,102, Vils. Iigosth, 21st
May—Hohow, 12th inst. Rice—
T. & Co.Chekiang, Br. s.s. 1,313, Cowan, 22nd inst.—
Hongay, 19th inst. Coal—B. & S.Aldenharn, Br. s.s. 2,410, G. Smith, 23rd
inst.—Moji, 18th inst. Gen.—G.
L. & Co.Tjikini, Dut. s.s. Lap, 23rd inst. Saigon,
19th inst. Gen.—J.C.J. L.Yuensang, Br. s.s. 1,128, P.H. Koffe, 24th
inst.—Manila, Gen.—J.M. & Co.Chongchow, Br. s.s. 1,303, G. Moore, 24th
inst.—Swatow, 23rd inst. Rice—
B. & S.Siberia, Am. s.s. 6,535, A. Zeeher, 24th
inst.—San Francisco, Gen.—P.
M. Co.Titan, Br. s.s. 5,730, J.W. Reed, 25th inst.—
Manila, 23rd inst. Gen.—B. & S.Gemini, Br. s.s. 1,334, E. Jones, 25th inst.—
Wakamatsu, 19th inst. Coal—
M.B.K.Fooler, Chi. s.s. 1,376, B. Miyake, 26th
inst.—Chifoo, General—Chinese.Daijin Maru, Jap. s.s. 399, Murakami, 26th
inst.—Swatow, 25th inst. Gen.—
O.S.K.Tacoma, Br. s.s. 4,096, Stewart, 26th inst.—
Shanghai, 23rd inst. General—S.
O. Co.Tjmanah, Dut. s.s. 2,510, A. W. La Pong,
27th May—Amoy, 26th May, Co.—
J.C.J. L.Namsang, Br. s.s. 2,591, H.E. Geboy, 27th
May—Kobe, 21st inst. Gen.—J.M.
& Co.Prometheus, Norw. s.s. 1,024, U. Jonson,
27th inst.—Bangkok, 19th May,
Rice—T. & Co.Chusan, Br. s.s. Robertson, 27th May—
Bangkok, Rice—B. & S.Halyang, Br. s.s. 1,363, A.T. Holdings, 27th
May—Saigon, 23rd May—Chinese.Hongbee, Norw. s.s. 2,056, Bydon, 27th
May—Singapore, 21st May, Gen.—
Chinese.Toyo Maru, Jap. s.s. 2,243, O. Hayakawa,
27th inst.—Dairen, 20th instant,
Coal—M.B.K.Pheumpon, Br. s.s. 1,610, W.C. Bird, 28th
inst.—Saigon, 24th instant Gen.—
Order.Hudson Maru, Jap. s.s. 3,798, 28th inst.—
Moji, 22nd inst. Coal—M.B.K.Fukui Maru, Jap. s.s. 8,037, H. Chisaki,
Moji, 23rd inst. Coal—M.B.K.Chinbua, Br. s.s. 1,311, Lidford, 26th inst.—
Manila, Gen.—B. & S.Luchow, Br. s.s. 1,217, D. Davies, 28th
inst.—Shanghai, Gen.—B. & S.Chiyeen, Chi. s.s. 1,177, Ross, 28th inst.—
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THE HONGKONG TELEGRAPH.

EXTRA

HONGKONG, SATURDAY, MAY 29, 1915.

A TALK WITH THE KING OF THE BELGIANS

BY MARY ROBERTS RINEHART.

In the Philadelphia "Saturday Evening Post."

His Majesty the King of the Belgians received me at the headquarters of the Belgian Army on Friday, the fifth of February. The audience was quite informal. I bowed; then we shook hands and he asked me to sit down.

It was to be a conversation rather than an interview; but it was to be given as accurately as possible to the American people. It was, in effect, a statement of the situation in Belgium as the King of the Belgians sees it. I spoke first of a message to America.

"I have already sent a message to America," he informed me; "quite a long message. We are, of course, intensely appreciative of what Americans have done for Belgium."

"They are anxious to do what they can, naturally; the general feeling is one of great sympathy."

"Americans are both just and humane," the King replied; "and their system of distribution is excellent. I do not know what we should have done without the American Relief Committees."

"Is there anything further Your Majesty can suggest?"

"They seem to have thought of everything," the King said simply. "The food is invaluable—particularly the flour. It has saved many from starvation."

"But there is still need?"

"Oh, yes—great need."

It was clear that the subject was a tragic one. The sad plight of his beloved people has caused the King of the Belgians great grief. He loves them, as they love him, with an absolutely unselfish devotion; and now they are suffering and he is helpless.

His face clouded. Possibly he was seeing, as I am sure I was, the dejected figures of the peasants in the fields; the long files of his soldiers as they made their way through wet and cold to the trenches; the destroyed towns; the upheaval of a people.

"What is it possible to know of the general condition of affairs in that part of Belgium occupied by the Germans?" I asked. "I do not mean in regard to food only, but the general condition of the Belgian people."

His Majesty's Opinion of the Sack of Louvain.

"It is impossible to say," was the answer. "During the invasion it was very bad. It is a little better now, of course; but here we are on the wrong side of the line to form any ordered judgment. To gain a real conception of the situation it would be necessary to go through the occupied portions from town to town, almost from house to house. Have you been in the other part of Belgium?"

"Not yet; I may go."

"You should do that—see Louvain, Aerschot, Antwerp—see the destroyed towns for yourself. No one can tell you. You must see them."

I was not certain that I should be permitted to make such a journey, but the King waved my doubts aside with a gesture.

"You are an American," he said. "It would be quite possible and you would see just what has happened. You would see open towns that were bombarded; other towns that were destroyed after occupation; you would see a country ruthlessly devastated; our wonderful monuments destroyed; our architectural and artistic treasures sacrificed without reason—without any justification."

"But as a necessity of war?" I asked.

"Not at all. They have saved buildings when it suited their convenience to do so. No military necessity dictated the destruction of Louvain. It was not bombarded. It was deliberately destroyed. But, of course, you know that."

"The matter of the violation of Belgium's neutrality still remains an open question," I said. "I have seen in America facsimile copies of documents referring to conversations between staff officers of the British and Belgian armies—documents that were found in the ministerial offices at Brussels when the Germans occupied that city last August. Of course I think most Americans realize that, had they been of any real importance, they would have been taken away. There was time enough. But there are some, I know, who think them insignificant."

Unofficial Papers.

"The King of the Belgians shrugged his shoulders. "They were of an unofficial character and entirely without importance. The German Staff probably knew all about them long before the declaration of war. They themselves had, without doubt, discussed and recorded similar probabilities in case of war with other countries. It is a common practice in all army organizations to prepare against different contingencies. It is a question of military routine only."

"There was no justification, then, for the violation of Belgian neutrality?" I inquired.

"None whatever! The German violation of Belgian neutrality was wrong," he said emphatically. "On the fourth of August their own chancellor admitted it. Belgium had no thought of war. The Belgians are a peace-loving people, who had every reason to believe in the friendship of Germany."

The next question was a difficult one. I inquired as to the behaviour of the Germans in the conquered territory; but the King made no sweeping condemnation of the German Army.

"Fearful things have been done, particularly during the invasion," he said, weighing his words carefully; "but it would be unfair to condemn the whole German Army. Some regiments have been most humane; but others behaved very badly. Have you seen the Government report?"

I said I had not seen it, though I had heard that a careful investigation had been made.

"The Government was very cautious," His Majesty said. "The investigation was absolutely impartial and as accurate as it could be made. Doubts were cast on all statements—even those of the most dependable witnesses—until they could be verified."

"They were verified?"

"Yes; again and again."

"By the victims themselves?"

"Not always. The victims of extreme cruelty do not live to tell of it; but German soldiers themselves have told the story. We have had here many hundreds of journals, taken from dead or imprisoned Germans, furnishing elaborate details of most atrocious acts. The Government is keeping these journals. They furnish powerful and incontrovertible testimony of what happened in Belgium when it was swept over by a brutal army. That was, of course, during the invasion—such things are not happening now, so far as we know."

He had spoken quietly, but there was a new note of strain in his voice. The burden of the King of the Belgians is a double one. To the horror of war has been added the unnecessary violation and death of non-combatants.

The King then referred to the German advance through Belgian territory.

"Thousands of civilians have been killed without reason. The execution of non-combatants is not war, and no excuse can be made for it. Such deeds cannot be called war."

"But if the townspeople fired on the Germans?" I asked.

"All weapons had been deposited in the hands of the town authorities. It is unlikely that any organized attack by civilians could have been made. However, if in individual cases shots were fired at the German soldiers, this may always be condoned in a country suffering invasion. During an occupation it would be different, naturally. No excuse can be offered for such an action in occupied territory."

Various Belgian officers have told me of seeing crowds of men, women and children driven ahead of the German Army to protect the troops. This is so incredible that I must ask whether it has any foundation of truth.

"It is quite true. It is a barbarous and inhuman system of protecting the German advance. When the Belgian soldiers fired on the enemy they killed their own people. Again and again innocent civilians of both sexes were sacrificed to protect the invading army during attacks. A terrible slaughter."

His Majesty made no effort to conceal his great grief and indignation. And again, as before, there seemed to be nothing to say.

"Even now," I said, "when the Belgians return the German artillery fire they are bombarding their own towns."

"That is true, of course; but what can we do? And the civilian population is very brave. They fear invasion, but they no longer pay attention to bombs. They work in the fields quite calmly, with shells dropping about. They must work or starve."

He then spoke of the morale of the troops, which is excellent, and of his sympathy for their situation.

"Their families are in Belgium," he said. "Many of them have heard nothing for months. But they are wonderful! They are fighting for life and to regain their families, their homes and their country. Christmas was very sad for them."

"In the event of the German Army's retreating from Belgium, do you believe, as many do, that there will be more destruction of cities? Brussels, for instance?"

"I think not."

The King's Esteem for Mr. Wilson.

I referred to my last visit to Belgium, when Brussels was the capital; and to the contrast now, when L—, a small seaside resort hardly more than a village, contains the court, the residence of the King and Queen, and of the various members of the household. It seemed to me unlikely that L— would be attacked, as the Queen of the Belgians is a Bavarian.

"Do you think L— will be bombarded?" I asked.

"Why not?"

"I thought that possibly, on account of Your Majesty and the Queen being there, it would be spared."

"They are bombarding F—, where I go every day," he replied. "And there are German aeroplanes overhead all the time."

The mention of F— brought to my mind the flooded district near that village, which extends from Nieuport to Dixmude.

"Belgium has made a great sacrifice in flooding her lowlands," I said. "Will that land be as fertile as before?"

"Not for several years. The flooding of the productive land in the Yser district was only carried out as a military necessity. The water is sea water, of course, and will have a bad effect on the soil. Have you seen the flooded district?"

I told him I had been to the Belgian trenches, and then across the inundated country to one of the outposts; a remarkable experience—one I should never forget. The King had already heard of the exploit.

The conversation shifted to America and her point of view; to American women who have married abroad. His Majesty mentioned especially Lady Curzon. Children of the King are with Lord Curzon, in England, at the present time. The Crown Prince, a boy of fourteen, tall and straight like his father, is with the King and Queen.

The King had risen and was standing in his favourite attitude, his elbow on the mantelpiece. I rose also.

"I was given some instructions as to the ceremonial of this audience," I said. "I seem to have ignored them!"

"What were you told to do?" said His Majesty, evidently amused.

I began to explain, but he interrupted me.

"We are very democratic—we Belgians," he said. "More democratic than the Americans. The President of the United States has great power—very great power. He is a czar."

He referred to President Wilson in terms of great esteem—not only as the President but as a man. He spoke, also, with evident admiration of Mr. Roosevelt and Mr. McKinley, both of whom he had met.

I looked at the clock. It was after three and the interview had begun at two. I knew it was time for me to go, but I had been given no indication that the interview was at an end. Fragments of the coaching I had received came to my mind, but nothing useful; so I stated my difficulty frankly, and again the King's serious face lighted up with a smile.

"There is no formality here; but if you are going we must find the general for you."

So we shook hands and I went out; but the beautiful courtesy of the soldier King of the Belgians brought him out to the door-step with me.

A Tragic and Heroic Figure.

That is the final picture I have of Albert I, King of the Belgians—a tall young man, very fair and blue-eyed, in the dark blue uniform of a lieutenant-general of his army, wearing no orders or decorations, standing bareheaded in the wind and pointing out to me the direction in which I should go to find the general who had brought me.

He is a very courteous gentleman, with the eyes of one who loves the sea, for the King of the Belgians is a sailor in his heart; a tragic and heroic figure, but thinking himself neither—thinking of himself not at all, indeed; only of his people, whose griefs are his to share but not to lighten; living day and night under the rumble of German artillery at Nieuport and Dixmude in that small corner of Belgium which remains to him.

He is a King who, without suspicion of guilt, has lost his country; who has seen since last August two-thirds of his army lost, his beautiful and ancient towns destroyed, his fertile lands thrown open to the sea.

I went on. The guns were still at work. At Nieuport, Dixmude, Furnes, Perwez—all along that flat, flooded region—the work of destruction was going on. Overhead, flying high, were two German aeroplanes—the eyes of the commander.

The letter announcing that I was to have an audience with the King of the Belgians reached me at Dunkirk, France, on the evening of the day before the date set. It was brief and to the effect that the King would receive me the next afternoon at two o'clock, at the Belgian Army headquarters.

The object of my visit was well known; and because I wished an authoritative statement to give to America, I had requested that the notes of my conversation with His Majesty should be officially approved. This request was granted; everything I have recorded was submitted to the royal approval. Nothing has been added to it.

A general from the Ministry of War came to the Hotel des Arcades, in Dunkirk, and I was taken in a motor car to the Belgian Army headquarters some miles away. As the general had influenza, and I was trying to keep my nerves in good order, it was rather a silent drive. The car, as are all military cars—and there are no others—was driven by a soldier chauffeur by whose side sat the general's orderly. Through the narrow gate, with its drawbridge guarded by many sentries, we went out into the open country.

The road, considering the constant traffic of heavy transports and guns, was very fair. It is under constant repair. At first, during this severe winter, on account of rain and snow, accidents were frequent. The road, on both sides, was deep in mud and prolific of catastrophes; and even now, with conditions much better, there are numerous accidents. Cars all travel at frightful speed. There are no restrictions, and it is nothing to see machines upset and abandoned in the low-lying fields that border the road.

Conditions, however, are better than they were. Part of the conservation system has been the building of narrow ditches at right angles to the line of the road, to lead off the water. Every ten feet or so there is a gutter filled with fagots.

I had been in the general's car before. The red-haired Fleming with the fierce moustache who drove it was a speed maniac, and passing the frequent sentries was only a matter of the password. A signal to slow down, given by the watchful sentry, a hoarse whisper of the password as the car went by, and on again at full speed! There was no bothering with papers.

On each side of the road were trenches, barbed-wire entanglements, earthen barriers, canals filled with targes. And on the road were lines of transports and a file of Spahis on horseback, picturesque in their flowing burnouses, bearded and dark-skinned, riding their unclipped horses through the roads under single rows of trees that bent forward like marching men. We rode on through a village where a pig had escaped from a slaughterhouse and was being pursued by soldiers—and then, at last, army headquarters and the King of the Belgians.

Received by Royalty.

There was little formality. I was taken in charge by the King's equerry, who tapped at a closed door. I drew a long breath.

"Madame Rinehart!" said the equerry, and stood aside.

There was a small screen in front of the door. I went round it. Standing alone before the fire was Albert I, King of the Belgians.

We talked, almost informally, of Belgium and America. The King spoke unconstrainedly. His statement was not to me but to the American people. I have recorded exactly what he said.

The audience with the King of the Belgians had been carefully arranged. The growing belief that an authoritative statement should be made to America as to Belgium's situation was directly responsible.

There can be no justification for the frightful destruction and loss of life in Belgium; but a frank statement will lead to a true and balanced realization of where the responsibility lies. One side of the question—the German—has been placed before America. On the other hand, the English and French authorities have preserved a dignified silence, confident of the virtue of their own causes.

And official Belgium has made no complaint. She has bowed to the judgment of her allies, knowing that a time would come, at the end of the war, to speak of her situation and to demand justifiable redress.

But a million homeless Belgians in England and Holland proclaim their wretchedness and the present state of this heroic little country broadcast. The future may bring redress, but the present story of Belgium belongs to the world. America, the greatest of the neutral countries, has a right to know now the suffering and misery of this patient, hard-working people.

This war may last a long time; the western armies are at a deadlock. For months the line has varied only slightly here and there; has been pushed out or back only to straighten again.

Advances may be counted by feet. From Nieuport to Ypres attacks are waged round solitary farms which, by reason of the floods, have become tiny islands protected by a few men, mitrailleuses, and entanglements of barbed wire. Small attacking bodies capture such an outpost, wading breast-deep—drowning when wounded—in the stagnant water. There are no glorious charges here, no contagion of courage; simply a dogged and desperate struggle—a gain which the next day may see forfeited. The only thing goes on steadily is the devastating work of the heavy guns on each side.

Meantime, both in England and in France, there is a growing sentiment that the Government's policy of silence is a mistake. The outpour of public opinion is a heavy one. The German propaganda in America goes on steadily. There is no argument where one side only is presented. That splendid and solid part of the American people, the German population, essentially and naturally patriotic, keeping their faith in the Fatherland, is constantly presenting its case; and against that nothing official has been offered.

England is fighting heroically, stoically; but her stoicism is a vital mistake. This silence has nothing whatever to do with military movements, their success or their failure. It is more fundamental, an inherent characteristic of the English character, founded on reserve—perhaps tinged with that often misunderstood conviction of the Britisher that other persons cannot be really interested in what is strictly another's affair.

The Allies are beginning to realize, however, that this war is not their own affair alone. It affects the world too profoundly. Mentally, morally, spiritually and commercially, it is an upheaval in which all must suffer.

And the English people, who have sent and are sending the very flower of their country's manhood to the front, are beginning to regret the error in judgment that has left the rest of the English-speaking world in comparative ignorance of the true situation.

They are sending the best they have—men of high ideals, who, as volunteers, go out to fight for what they consider a just cause. The old families, in which love of country and self-sacrifice are traditions, have suffered heavily.

The crux of the situation is Belgium—the violation of her neutrality; the conduct of the invading army; her unnecessary and unjustifiable suffering—and

England rose to the care of that nation. She has given money, care and asylum to the Belgians; she houses them in vast numbers.

In her anxiety and financial stress she has unselfishly taken up this additional burden, and bears it with calm confidence in the ultimate triumph of right. And Belgium has felt that the time to speak has come. *The Saturday Evening Post.*

LIGHT EXTINGUISHERS.

An ingenious device has now appeared on the market to extinguish the lights in a hotel room when the guest leaves his room and forgets to turn them out. When the guest returns to his room, however, the lights detect his coming and flash up again before he gets into the room; so that he does not know they have been out during the time he has been absent.

The trick is done by a switch in the jamb of the doorway from the room to the corridor. This switch is operated by a bolt running from the lock of the door. Thus, when the guest goes out of his room and locks the door from the outside, as he is pretty sure to do, the bolt switches off the lights in the room. When he returns to his room, the unlocking of the door switches the lights on; so when he opens the door he finds them burning.

If he extinguishes the lights when he goes out they will not light up on his return. If he leaves somebody in the room, and goes out and locks the door, the person in the room is able to keep the lights burning.

THE CHINA TROUBLE AND THE COTTON TRADE.

The extent of the blow dealt to the cotton trade by the diplomatic crisis now passing away is shown by the return published by the Associated Cotton Spinning Companies for the opening days of the present month. All new shipments have been stopped in anticipation of the crisis in Sino-Japanese affairs, and even some of the goods on the way have been returned. Accordingly the figures for the period covered by the report show a grave decrease of 3,477 bales as compared with the same time last month, and of 3,900 bales as compared with the same time last year, the total volume of the term's shipments being 8,023 bales. Kobe's share in the figures is 4,124 bales. Osaka's 2,461 bales, Yokohama's 1,921 bales, Nagoya 845 bales, Moji's 371 bales, and Nagasaki's 229 bales. The biggest buyer was Shanghai (2,868 bales), then Tientsin (1,514) and Taingtao (1,172).

EXPORT OF MANCHURIAN MAIZE.

About 9,000 tons of Indian maize were shipped from Tairen to Kobe since about last March. The bulk of these consignments, says the *Manchuria Daily News*, is said to be intended for export to the West, but, owing to the stiff steamer freights, most of it is still lying at Kobe and a deterioration in quality is feared. Under these circumstances the export of this kind of cereal to Japan has been stopped, but it is being shipped in considerable quantities to Shanghai and North China. There was a scheme on foot at Tairen to found a corn mill where maize is to be ground into corn meal. However, it was found that the Chinese will have nothing but meal freshly ground. They will not tolerate an impaired flavour caused by long storage, etc. This scheme has been given up.

NOTICES

NOTICE.

ANY EUROPEAN desiring to leave the Colony should apply in writing for permission to do so to the Provost Marshal, Head Quarters Offices, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height, complexion and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes to the Provost Marshal at Head Quarters Offices between the hours of 9 a.m. and 1 p.m. and 2 to 4 p.m. daily.

KEROSENE OIL.

We guarantee all kerosene oil sold by us to be pure and unadulterated.

Present price —

"COMET,"
\$3.85 per case ex store.
"WHITE ROSE,"
\$4.25 per case ex store.

CHING CHEONG,
168 Des Vaux Road, Cen
(2 blocks West of Cent. Market).

KWONG YUEN,
91 Des Vaux Road, West.

MARTIN'S
APIOL & STEEL
PILLS

French Remedy for Irritation of the Bowels and Urinary Tract. A powerful and reliable remedy for all cases of constipation, indigestion, and other ailments of the digestive system. It is a purely vegetable preparation and is entirely free from any harmful or dangerous ingredients. It is a most valuable and reliable remedy for all cases of constipation, indigestion, and other ailments of the digestive system. It is a purely vegetable preparation and is entirely free from any harmful or dangerous ingredients.

MARTIN'S
APIOL & STEEL
PILLS

CONSIGNEES

PACIFIC MAIL STEAMSHIP
COMPANY.

FROM SAN FRANCISCO,
APAN PORTS, & MANILA.

S.S. "SIBERIA"

The above mentioned vessel having arrived, consignees of cargo are hereby notified to send in their bills of lading for countersignature and take immediate delivery of cargo from alongside. Cargo impeding discharge will be landed immediately at consignees' risk and expense.

Cargo remaining on board Wednesday, May 26th, 1915 at noon will be subject to landing charges and if undelivered Monday, May 30th, 1915 at 5 p.m. will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's godown May 29th, 1915, at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before June 7th, 1915, otherwise they will not be recognised.

R. C. MORTON,
Agent.

Hongkong, 24th May, 1915.

Don't forget after the Show
Snapper and Light Refreshments
at LEXANDRA CAFE.
Open till Midnight

ENTERTAINMENTS.

VICTORIA THEATRE.

FRIDAY, 28th May, 1915.

"PERILS OF PAULINE"

3rd and 4th Episodes,
More Exciting as the Picture
goes on.

Last Few Nights

of that Popular Songster
Miss MAY CLARKE.

BIJOU SCENIC THEATRE.

TO-NIGHT! TO-NIGHT!!

ARTIST LOVE, Coloured Drama

in 3 Parts.

MADAM SATAN,

Gripping and Exciting Drama

in 3 parts.

EDISON KINETOPHONE TALKING PICTURES.

Will be screened.

9.15 p.m. ORCHESTRA in attendance.

NOTICES.

WE WILL SUPPLY **YOU**

DISS BROS. WITH A PERFECT FIT.

ENGLISH TAILORS.

No. 1, WYNDHAM ST.
(Flower St.)

Established 1900.

"JUNK BRAND"

SARDINES NORWEGIAN SARDINES & HERRINGS HERRINGS

DAINTY HANDY

SMOKED & UNSMOKED IN OIL OR TOMATO SAUCE

ECONOMICAL DELICIOUS

INTOMATO KIPPED HERRINGS

LOOK HERE!
A QUICK & HANDY MEAL CAN BE SUPPLIED BY USING "JUNK BRAND" SARDINES & HERRINGS IN MANY VARIETIES. HOT & COLD SERVED WITH RICE, POTATOES OR TOAST, YOU WILL ALWAYS FIND YOUR TASTES SATISFIED. "JUNK BRAND" WILL PROVE TO BE A CHEAP, ECONOMICAL & DELICIOUS DISH FOR ALL MEALS. A TRIAL WILL CONVINCE YOU!

SOLE AGENTS
THORESEN & CO.
HONGKONG.

CAN BE PROVIDED FROM ALL FIRST-CLASS PROVISION SHOPS

PUBLIC COMPANIES.

A. S. WATSON & Co., Limited.

NOTICE IS HEREBY GIVEN that the THIRTIETH ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the Hongkong Hotel, Hongkong, on THURSDAY, the 3rd day of June, 1915, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1914.

THE REGISTER OF SHARES of the Company will be CLOSED from MONDAY, the 31st May, to FRIDAY, the 4th June, 1915, both days inclusive, during which period no Transfer of Shares can be Registered.

JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, 25th May, 1915.

NOTICE.

PEAK TRAMWAY CO.
LIMITED

TIMETABLE.

WEEK DAYS.			
7.00 A.M. to 8.00 A.M.	8.00 A.M. to 9.00 A.M.	Every 15 MIN.	15 MIN.
8.00 A.M. to 9.00 A.M.	9.00 A.M. to 10.00 A.M.	10.00 A.M. to 11.00 A.M.	15 MIN.
9.00 A.M. to 10.00 A.M.	10.00 A.M. to 11.00 A.M.	11.00 A.M. to 12.00 P.M.	15 MIN.
10.00 A.M. to 11.00 A.M.	11.00 A.M. to 12.00 P.M.	12.00 P.M. to 1.00 P.M.	15 MIN.
11.00 A.M. to 12.00 P.M.	12.00 P.M. to 1.00 P.M.	1.00 P.M. to 2.00 P.M.	15 MIN.
12.00 P.M. to 1.00 P.M.	1.00 P.M. to 2.00 P.M.	2.00 P.M. to 3.00 P.M.	15 MIN.
1.00 P.M. to 2.00 P.M.	2.00 P.M. to 3.00 P.M.	3.00 P.M. to 4.00 P.M.	15 MIN.
2.00 P.M. to 3.00 P.M.	3.00 P.M. to 4.00 P.M.	4.00 P.M. to 5.00 P.M.	15 MIN.
3.00 P.M. to 4.00 P.M.	4.00 P.M. to 5.00 P.M.	5.00 P.M. to 6.00 P.M.	15 MIN.
4.00 P.M. to 5.00 P.M.	5.00 P.M. to 6.00 P.M.	6.00 P.M. to 7.00 P.M.	15 MIN.
5.00 P.M. to 6.00 P.M.	6.00 P.M. to 7.00 P.M.	7.00 P.M. to 8.00 P.M.	15 MIN.
6.00 P.M. to 7.00 P.M.	7.00 P.M. to 8.00 P.M.	8.00 P.M. to 9.00 P.M.	15 MIN.
7.00 P.M. to 8.00 P.M.	8.00 P.M. to 9.00 P.M.	9.00 P.M. to 10.00 P.M.	15 MIN.
8.00 P.M. to 9.00 P.M.	9.00 P.M. to 10.00 P.M.	10.00 P.M. to 11.00 P.M.	15 MIN.
9.00 P.M. to 10.00 P.M.	10.00 P.M. to 11.00 P.M.	11.00 P.M. to 12.00 P.M.	15 MIN.
10.00 P.M. to 11.00 P.M.	11.00 P.M. to 12.00 P.M.	12.00 P.M. to 1.00 P.M.	15 MIN.
11.00 P.M. to 12.00 P.M.	12.00 P.M. to 1.00 P.M.	1.00 P.M. to 2.00 P.M.	15 MIN.
12.00 P.M. to 1.00 P.M.	1.00 P.M. to 2.00 P.M.	2.00 P.M. to 3.00 P.M.	15 MIN.
1.00 P.M. to 2.00 P.M.	2.00 P.M. to 3.00 P.M.	3.00 P.M. to 4.00 P.M.	15 MIN.
2.00 P.M. to 3.00 P.M.	3.00 P.M. to 4.00 P.M.	4.00 P.M. to 5.00 P.M.	15 MIN.
3.00 P.M. to 4.00 P.M.	4.00 P.M. to 5.00 P.M.	5.00 P.M. to 6.00 P.M.	15 MIN.
4.00 P.M. to 5.00 P.M.	5.00 P.M. to 6.00 P.M.	6.00 P.M. to 7.00 P.M.	15 MIN.
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2.00 P.M. to 3.00 P.M.	3.00 P.M. to 4.00 P.M.	4.00 P.M. to 5.00 P.M.	15 MIN.
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12.00 P.M. to 1.00 P.M.	1.00 P.M. to 2.00 P.M.	2.00 P.M. to 3.00 P.M.	15 MIN.
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7.00 P.M. to 8.00 P.M.	8.00 P.M. to 9.00 P.M.	9.00 P.M. to 10.00 P.M.	15 MIN.
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10.00 P.M. to 11.00 P.M.	11.00 P.M. to 12.00 P.M.	12.00 P.M. to 1.00 P.M.	15 MIN.
11.00 P.M. to 12.00 P.M.	12.00 P.M. to 1.00 P.M.	1.00 P.M. to 2.00 P.M.	15 MIN.
12.00 P.M. to 1.00 P.M.	1.00 P.M. to 2.00 P.M.	2.00 P.M. to 3.00 P.M.	15 MIN.
1.00 P.M. to 2.00 P.M.	2.00 P.M. to 3.00 P.M.	3.00 P.M. to 4.00 P.M.	15 MIN.
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8.00 P.M. to 9.00 P.M.	9.00 P.M. to 10.00 P.M.	10.00 P.M. to 11.00 P.M.	15 MIN.
9.00 P.M. to 10.00 P.M.	10.00 P.M. to 11.00 P.M.	11.00 P.M. to 12.00 P.M.	15 MIN.
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11.00 P.M. to 12.00 P.M.	12.00 P.M. to 1.00 P.M.	1.00 P.M. to 2.00 P.M.	15 MIN.
12.00 P.M. to 1.00 P.M.	1.00 P.M. to 2.00 P.M.	2.00 P.M. to 3.00 P.M.	15 MIN.
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7.00 P.M. to 8.00 P.M.	8.00 P.M		

DAIRY FARM NEWS.



**YOUR AND YOUR FAMILY'S HEALTH
DEPEND IN A GREAT MEASURE ON THE QUALITY AND
PURITY OF THE FOOD YOU USE.**

**HAVE YOU CONSIDERED
THE ABSOLUTE NECESSITY OF HAVING YOUR**

**FRESH MILK,
BUTTER, MEATS,**

ETC., ETC.,



**BEFORE REACHING YOU, HANDLED IN A MANNER
THAT WILL SAVE YOU ALL ANXIETY?**

**WE MAINTAIN AN EFFICIENT STAFF UNDER STRICT
EUROPEAN SUPERVISION TO ENSURE**

PURITY AND EXCELLENCE

**IN ALL BRANCHES FOR THOSE WHO ARE PARTICULAR; AND OUR
CUSTOMERS ARE MOST PARTICULAR.**

SHARE REPORT.

COMPARATIVE SHARE QUOTATIONS.

S.—SELLERS SA.—SALES B.—BUYERS N.—NOMINAL

STOCK.	To-day's Closing Prices	Number of Shares	Par Value	Paid Up	1914. Highest	1914. Lowest	1915. Highest	1915. Lowest	Last Dividend and Date
Banks.									
H'kong & Shanghai Banking Corp.	\$792 b.	120,000	\$125	all	855 July	700 Oct.	792	790	{£2: 3/- & 5/- bonus at ex 1/1914 equal to \$27.27 for 1/2 year ending 31/12/14
Marine Insurance.	360 b. x	10,000	\$250	50	350 Dec.	305 Oct.	360	360	{Final of \$4 a/c 1913, Interim of \$18 a/c 1914.
Canton Insurance Office, Ltd. div.	170 b.	10,000	£15	£3	145 May	133 Jan.	170	170	{Interim of 12 1/2 p.c. for 1914
North China Ins. Co., Ltd.	170 b.	12,400	\$250	100	847 1/2 April	700 Oct.	\$860	\$855	{Final of \$20 and bonus of \$5 making \$55 for 1913 and Interim of \$30 for 1914
Union Ins. Society of C'ton, Ltd.	\$860 n.	12,000	\$100	60	210 April	192 1/2 Jan.	225	225	{Final of \$15 mak. \$18 for 1913 & Int. of \$3 for 1914
Yangtze Ins. Assoc. Ltd.	\$225 b.	12,000	\$100	60	210 April	192 1/2 Jan.	225	225	
Fire Insurances.									
China Fire Ins. Co., Ltd.	\$131 b.	20,000	\$100	20	160 July	140 Oct.	131	130	\$9 for 1913
H'kong Fire Ins. Co., Ltd.	\$385 b.	8,000	\$250	60	395 Feb.	368 April	385	385	\$27 for 1913
Shipping.									
China & Manila S.S. Co., Ltd.	\$4.90 b.	30,000	\$25	all	10 Jan.	5 1/2 Dec.	4.90	4.90	\$1 for '906
Douglas Steamship Co., Ltd.	\$50 b.	20,000	\$50	all	36 Mar.	27 1/2 Nov.	50	45	{Final of 40 cts. making 90 cts for year ending 31/12/14
Hongkong, C. & M.S.S. Co., Ltd.	\$3 b.	80,000	£16	all	29 1/2 Jan.	22 Dec.	23	23	{Final of 3 1/2 m'king 6 1/2 on preferred shares & 5 % on deferred shares for year 1913
Indo-China Steam Navigation Co., Ltd.	\$98 n.	{60,000 £5}	all	79 Jan.	50 Sept.	99	99	99	{Interim of 1 1/2 a/c 1914 C.No. 23
Shell Transport & Trading Co., Ltd.	\$93/6 sn.	3,797,610	£1	all	106 1/2 Feb.	70/- Sept.	93/-	93/-	{£1.70 per share and bonus of 30 cents per share for year ending 30/4/14
Star Ferry Company, Ltd.	\$37 s. ex div. s.	40,000	\$10	all	49 Mar.	40 Nov.	39	36	
Refineries.									
China Sugar Refining Co., Ltd.	\$111 s.	20,000	\$100	all	96 1/2 Feb.	70 Nov.	117	111	\$3 for 1913
Luzon Sugar Refining Co., Ltd.	\$29 s.	7,000	\$100	all	31 Jan.	17 Dec.	29 1/2	28 1/2	\$3 for 1897
Mining.									
Kailan Mining Admin'tion.	33/6 s.	1,000,000	£1	all	4 1/2 Feb.	33/6 Dec.	33/6	33/6	{Final of 5 % Coupon No. 4 making 10 % for year ending 30/6/14
Raub Australian Gold Min'g Co., Ltd.	\$3.60 b.	200,000	£1	all	3 1/2 Jan.	1.90 Nov.	3.60	3.60	1/2 for 1909
Tronoh Mines Ltd.	\$32/6 s.	160,000	£1	all	39/- Feb.	19/6 Nov.	32/6	32/6	1/- mak. 7/6 a/c 1913
Docks, Wharves and Godowns &c.									
H'kong & K.W. & G. Co., Ltd.	\$70 b.	60,000	\$50	all	39 Jan.	73 Nov.	72	69	\$3.50 for year 1914
H'kong & W'poo D. Co., Ltd.	\$63 sn.	60,000	\$50	all	77 Jan.	53 Oct.	63 1/2	57	\$3 dividend for year 1914
Sh'hai Dock & Eng. Co., Ltd.	\$5 1/2 b.	55,700	t. 100	all	60 July	50 Dec.	5 1/2	51	Tls. 5 for 1913
Sh'hai & H'kew W. Co., Ltd.	\$80 b.	36,000	t. 100	all	109 Jan.	82 1/2 Dec.	83	80	Tls. 5 for 1914
Lands, Hotels and Buildings.									
Anglo French Lands	\$4 b.	13,000	t. 100	t. 100	128 July	120 Dec.	114	112	Tls. 6 1/2 for year ending 29.2.14
H'kong Hotel Co., Ltd.	\$114 b.	20,000	\$50	50	128 July	120 Dec.	114	112	{£2.50 for half year ending 31/12/14
H'kong Land Investment Co.	\$108 s.	50,000	\$100	all	117 1/2 July	98 Nov.	108	108	{£3 for year ending 31/12/14
H'phreys Estate & F. Co., Ltd.	\$7 s.	100,000	\$10	all	9 1/2 Jan.	7 Nov.	7	7	45 cents for year 1914
K'loon Land & Building Co., Ltd.	\$40 b.	5,000	\$50	50	45 1/2 Jan.	44 Feb.	40	40	\$3 for 1914
Shanghai Lands	\$101 b.	78,000	t. 50	all	98 Dec.	89 Oct.	101	101	{Final of 6 p.c. making 12 p.c. for 1914
West Point Building Co., Ltd.	\$71 b.	12,500	\$50	all	73 June	66 Feb.	70 1/2	70	\$2.25 for half year ending 31.12.14
H'kong Central Estates	\$100 s.	10,000	\$100	all	100	100	100	100	\$4.09 for 7 months ending 31.12.14
Cotton Mills.									
Ewo Cotton S. & W. Co., Ltd.	\$156 b.	20,000	t. 50	all	138 July	125 May	156 b.	152 1/2	Tls. 12 for year ending 31/10/14
Hongkong Cotton Co.	\$7 1/2 b.	125,000	\$10	all	8 1/2 Mar.	7 June	7 1/2	7	50 cents 31/7/08
Kung Yik	\$14 s.	75,000	t. 10	all	144 Jan.	11 Mar.	144 1/2	139 1/2	Tls. 1.20 for year ending 30/11/14
Leau Kung Mow	\$9 1/2 b.	8,000	t. 100	all	110 Feb.	70 May	89 b.	86	Tls. 12 for 1913
Shanghai Cottons in S'hai	\$1.99 b.	40,000	t. 50	all	135 Feb.	70 Nov.	99 1/2	97 1/2	{Div. Tls. 6. Bonus Tls. 4. Extra Bonus Tls. 1, year end g 30/6/14
Miscellaneous.									
China Borneo Company, Ltd.	\$10 s.	60,000	\$10	all	12 May	10 Dec.	10	10	85 cents. for 1914
China Light & Power Co., Ltd.	\$4 1/2 s.	10,000	\$5	all	4.90 July	4 April	4 1/2	4 1/2	6% for year ending 28.2.06
Do. (Spec. shares)	\$4 1/2 s.	50,000	\$1	all	9 Jan.	7 Nov.	8 1/2	8.00	70 cts. for 1914
China Prov. L. & M. Co., Ltd.	\$3 b.	125,000	\$10	all	9 Jan.	35 Aug.	34	34	\$1.50 for year ending 31.7.14
Dairy Farm Company, Ltd.	\$34 b.	40,000	7 1/2	6	39 June	5 Dec.	6.90	6.70	50 cts. for 1914
Green Island Cement Co., Ltd.	\$6.85 b.	400,000	\$10	all	6.90 Jan.	5 Dec.	6.90	6.70	\$2.00 per share for 1914
Hongkong Electric Co., Ltd.	\$39 x div. b.	60,000	\$10	all	49 Jan.	36 Nov.	41 1/2	41 1/2	Final of \$6 making \$8 1/2 for 1914
Hongkong Ice Co., Ltd.	\$184 b.	6,000	\$25	all	217 1/2 July	174 Dec.	184	184	Final of \$1 making \$2 for 1914
Hongkong Rope Mfg. Co., Ltd.	\$26 1/2 b.	60,000	\$10	all	25 June	22 Apr.	26 1/2	26 1/2	{Final div. of 6d. making 7 1/2 p.c. for 1913
Hongkong Tramway Co., Ltd.	\$5.10 b.	325,000	5/-	all	13 1/2 July	7/- Feb.	5.20	5.10	{Interim of T. 1 making T. 2 a/c 1913
Langkate	\$4.1 b.	250,000	£10	all	64 1/2 Mar.	28 Dec.	42	40	{70 cts. on fully paid shares and 7 cts. on \$1 paid shares for year ending 30.4.15
Peak Tramway Co., Ltd. (Old)	\$9.30 x div. b.	25,000	\$10	all	10 1/2 Jan.	9 1/2 June	10	10	None
Do. (New) 90 cts. x div.	\$11 b.	50,000	\$10	all	93 cts. Jan.	75 cts. Dec.	\$1	\$1	\$1.50 for 1910.
Philippines Ltd.	\$4 b.	75,000	\$10	all	—	—	4	4	None
H. Price & Co., Ltd.	\$5 b.	12,000	\$10	all	—	—	5	5	None
Societes Pulpes et Papier	\$20 b.	13,200	\$50	all	—	—	20	20	None
Series du Tonkin	\$3 1/2 s.	20,000	\$5	all	5 1/2 June	4 Nov.	3 1/2	3 1/2	35 cts. for year ending 31/5/14
Steam Laundry Co., Ltd.	\$3 1/2 s.	27,723	\$10	all	22 1/2 Feb.	17 Jan.	16 1/2	16 1/2	{£1.00 per share for year ending 31.12.1914
Union Water-boat Co., Ltd.	\$164 b.	90,000	\$10	all	8 1/2 April	6.90 Dec.	7.10	7.10	70 cts. for 1913
Watson and Co., Ltd.	\$7.10 b.	21,000	\$7	all	9 1/2 Jan.	6 1/2 Dec.	6 1/2	6 1/2	{50 cts. on old shares and 25 cts. on new shares for year ending 30.6.14
William Powell, Limited.	\$6 1/2 s.	6,000	\$25	all	30 June	92 Dec.	29	29	£1. Interim a/c year 31.8.14
S. C. Morning Post	\$29 b.	6,000	\$25	all	30 June	92 Dec.	29	29	

WRIGHT & HORNBY.

Share and General Brokers

6, Des Vaux Road Central. Tel. address, Rectitude.

CORRECTED TO NOON, MAY, 26, 1915.

THE TELEGRAPH DOES NOT HOLD ITSELF RESPONSIBLE FOR ANY OF THE ABOVE QUOTATIONS.

SHARE REPORT.

Messrs. Wright and Hornby, in their weekly share report state:—

Since the issue of our last report the volume of business transacted has been small and confined to a few stocks. Values on the whole, however, have not given way much, and at the close there are signs of our seeing a more active market during the coming week. Shanghai Cotton shares which were quiet early in this week, with shares offering at reduced rates are now firm with buyers at the top rates reached prior to the decline.

Bar Silver is quoted at 23 1/2 per oz. for ready.

Exchange on London opened to-day at 1/2 T.T.

Banks.—Hongkong and Shanghai Banks have further improved from \$790 to \$792 buyers after sales at both rates.

Marine Insurances.—There are buyers of Cantons at \$380. North Chinas at Tls. 170 Yangtzes at \$225 ex. 73 and Unions at \$857 1/2 with probable sellers at \$860.

Fire Insurances.—China Fires are still in demand at \$131 and Hongkong Fires at \$385. No transactions have been reported in either of these stocks during the past week and there are no shares obtainable except at an advance on quotations.

Shipping.—Douglas's have improved from \$48 to \$50 buyers, with numerous sales at intermediate rates. Hongkong, Canton and Macao Steamboats are wanted at \$23, China and Manilas at \$4.90 and Indo-Chinas at the reduced quotation of \$97. Sales being reported to-day at \$98. Star Ferries have sellers at \$37 x div. Shell Transports have sold at 93/-, 93/8 and 93/9 during the week; the London quotation is 95/8 sellers.

LOG BOOK.

(Continued from page 6.)

round, and when heading S. 17 deg. W., the ship grounded. The speed was full. The night was fine and clear. The second officer was on the bridge with him. The master had been on the bridge up to about 11 p.m. Witness did not know the ship was aground until she would not steer. The tide was flood—they had run through the obb. The tides in that locality were uncertain, and witness had to go by the bearings. So far as he knew the ship was not damaged except for some slight chip off a propeller blade. It did not strike him as peculiar that the ship only made 3 1/2 miles in half an hour between Nob and Sunday Islands, when, with the previous speed, the vessel should have made over 5 miles in that time. He was so sure of what he was looking at that he did not take the speed into consideration. It was his over-confidence in being sure of what he was looking at that caused the accident.

Pope's Condemnation.

Paris.—The Rome correspondent of the *Petit Journal* telegraphs that there has recently been a marked change in the attitude of Italian Catholics. The Roman Catholic organ, *Civiltà Cattolica*, has published, with the Pope's approval, an article condemnatory of certain German acts. The Belgian Deputy, M. Melet, on leaving the Vatican after an audience with his Holiness remarked that he perceived a notable alteration in Church opinion in favour of Belgium.

Docks, Wharves and Godowns.—Kowloon Wharves after advertising to \$72 buyers have declined to a buying quotation of \$70, Hongkong and Whampoa Docks close in demand at \$62, sellers asking \$63, Shanghai Docks are quoted from the North at Tls. 5 1/2 and Hongkew Wharves at Tls. 80.

Refineries.—China Sugars continue to be a quiet market with sellers at \$111 and Luzons are obtainable at \$29.

Lands, Hotels and Buildings.—There are buyers of Hongkong Hotels at \$114, Kowloon Lands at \$40 and West Points at \$71 and sellers of Central Estates at \$100, Humphreys' Estates at \$7 and Hongkong Land Investments at \$108.

Mining.—Raub are in demand at \$3.60 and Langkats at Tls. 41, Tronohs have sellers at 32/6 and Kailans at 33/- x. div.

Cotton Mills.—Hongkong Cottons have buyers at \$74. Ewo's have buyers at Tls. 16, Shanghai Cottons have buyers at Tls. 99, Kung Yik have sellers at Tls. 12, Leau Kung Mow are quoted nominal at Tls. 89, Soey Ohees are quoted nominal at Tls. 43 1/2 and Internationals are quoted nominal at Tls. 90.

Miscellaneous.—There are buyers of China Borneo's at \$94, China Providents at \$84, Dairy Farms at \$34, Green Island Cements at \$6.85, Electrics at \$39, Ropes at \$26 1/2, Union Waterboats at \$16 1/2, A. S. Watsons at \$7.10 and Low Level Trams at \$5.10.

NOTICES.

SINCON & CO.

Established A. D. 1880.
IRON, STEEL, METAL AND HARDWARE MERCHANTS. Wholesale and Retail. Ironmongers, Pig Iron and Foundry Cokes Importers. General Storekeepers and Shiphandlers, Nos. 35 and 37, King Loong Street, (2nd Street west of Central Market) Telephone No. 515

HIMROD'S

Gives Instant Relief
No matter what your complaint, if you are suffering from—
ASTHMA, BRONCHITIS, INFLUENZA, NASAL CATARRH, OR ORDINARY COUGH.
—you will find in this famous remedy a restorative power that is simply unequalled.
It is sold in the form of a lozenge, and is the only remedy that is both effective and pleasant to take.
CURE FOR ASTHMA

EXCHANGE.

Selling.		T/T Marks.....Nom.	
Demand	1/9 5/8	Demand Germany	229
30 d/s	1/9 11/16	T/T France	229
60 d/s	1/9 11/16	Demand Paris	229 1/2
4 m/s	1/9 11/16	On Haiphong	8 1/2 prem
T/T Shanghai	78	On Saigon	8
Private 30 d/s sight		On Bangkok	8 1/2
T/T Singapore	77 1/2	Buying.	
T/T Japan	88 1/2	4 m/s L/C	1/10 1/4
T/T India	136 1/2	4 m/s D.P.	1/10 3/8
Demand India	136 1/2	6 m/s L/C	1/10 1/2
T/T Bombay	136 1/2	30 d/s Sney & M.	1/10 1/2
Demand Bombay	136 1/2	30 d/s San F'co & N.Y.	44 7/8
T/T Calcutta	136 1/2	4 m/s Marks	Nom.
Demand Calcutta	136 1/2	4 m/s Frances	2.40
Demand Manila	88 1/2	6 m/s Frances	2.45
T/T San F'co & N.Y.	43 1/2	Gold Leaf per tael	\$37.10
Demand, New York	43 1/2	Sovereign	\$16.95 nom.
T/T Java	109 1/2	Bar Silver, ready	23 7/16 forward

SUBSIDIARY COINS.

Chinese...20 cts. pieces		\$18 5/8	Hongkong.20 cts. pieces		\$ 8 5/8
Chinese...10		\$18 7/8	Hongkong.10		\$ 8 5/8

BANKS

INTERNATIONAL BANKING CORPORATION

HEAD OFFICE:
60, Wall Street, New York.
LONDON OFFICE:
35, Bishopsgate, E.C.

ROMBAY. LONDON.
CALCUTTA. MANILA.
CANTON. PANAMA.
CEBU. PEKING.
COLON. SAN FRANCISCO.
HANKOW. SHANGHAI.
HONGKONG. SINGAPORE.
YOKOHAMA.

CAPITAL PAID-UP \$3,250,000
RESERVE FUNDS \$4,120,000

(U.S. Gold) \$7,370,000
All kinds of FOREIGN & LOCAL BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.

N. S. MARSHALL, Manager.
Hongkong, 22nd Oct. 1914

THE YOKOHAMA SPECIE BANK LIMITED.

Established 1880.
Authorized Capital Yen 40,000,000
Paid-up Capital " 30,000,000
Reserve Fund " 19,600,000

Head Office.—YOKOHAMA.

Branches: Antung-Hsien, Hankow, Harbin, Hsiao-Lu, Kobe, London, Lyons, Managua, Nagasaki, New York, Osaka, Peking, Rangoon, San Francisco, Shanghai, Singapore, Tientsin, Yokohama.

Interest Allowed on Current Accounts. Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.
Hongkong, 15th March, 1915.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.
Paid-up Capital £1,200,000
Reserve Fund £1,800,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

Wm. DICKSON, Manager.
Hongkong, 11th April, 1912.

NOTICE.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up \$1,250,000.)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application.)

THE HONGKONG TELEGRAPH.

SECOND EXTRA

HONGKONG, SATURDAY, MAY 29, 1915.

"GRANT US PEACE O LORD."

Rev. Fr. Robert's Address Last Night.

The Catholic Cathedral was crowded to its utmost capacity on Friday evening when a special Peace service was held. On Italy joining the Allies in the present war, the Italian community approached Bishop Pozzani and obtained his consent to hold an intercessory service.

His Lordship officiated and was assisted by the whole body of the Catholic clergy, the choral part being undertaken by the choir of St. Joseph's College. A special hymn for the occasion was beautifully rendered by the girls of the Italian Convent.

After the liturgical part of the service, Rev. Fr. L. Robert, of the *Missiones Etrangere*, delivered an address. He said that the Christian nations were unable to settle their differences without going to war, and the war of to-day was excessive in its horrors; exceeding the horrors of past wars. From time to time since the beginning of this gigantic struggle, they had come in obedience to the call of their Bishop, to that church, the abode of God and the house of the Lord, to pray for peace, repeating with sincere heart "Grant us Peace, O Lord." By a striking contrast the angels in Heaven were singing the song of eternal harmony. The world every day, in the Holy Sacrifice of the Mass, was crying out "Holy, Holy, Holy, Lord God of Hosts." We were being taught that this war—this miserable war—was a necessary evil in consequence of our imperfect nature, our passions and our pride and prejudices. Man was prone to evil from childhood. That was the root and genesis—the evil influence of sin most strongly affected the mind even when the most sacred interests were at stake. We had the sacred privilege of liberty, but really we were not free except we had pious hopes in our minds and combated evil and malice. Without free will there would be no holiness on earth—our dignity lay in our liberty. The world was a transgression. We were in the bondage of our own impulses. The great sinner had deprived the world of the blessing of peace—treaties and sacred rights had become mere words without meaning; documents duly signed but become scraps of paper and were scattered to the winds. The fear of God, the very name of Justice, was treated in the most sacrilegious manner. There were cries for mercy—we had seen a nation whose children were slain without pity; hundreds of thousands had suffered and were suffering all that it was possible to suffer, with indomitable courage and heroic patience. They were cast away from their settled homes by the brutal force of a heartless and unscrupulous enemy. Their churches, towns and villages were burned and destroyed; cathedrals and universities, manufactories and manufactures were spoiled. To that they had to add the millions of soldiers, ready to defend their country, leading a life of magnificent sacrifice with untiring endurance. They had to look also at the carnage and horror of the battlefield, and even then all that they could conceive made but an imperfect picture of the horrible suffering of the mass of fatherless children and foodless and destitute families. Peace had disappeared and they had troubles and sorrows and misery. Yet after the world there was God, and He was Supreme—he was the Supreme Judge of all men. We had to believe in His goodness and in His unflinching justice, in His mercy and in His love. He was the God of all and there was

FOR THE CONVENIENCE OF SHIPS' OFFICERS.

Launch to Leave Blake Pier Twice Nightly.

Permission having been obtained from the Authorities to run a launch after dark, members of the China Coast Officers' Guild are informed that, beginning from Monday, May 31, the steam launch *Mollie* will leave Blake Pier every night at 10 and 12 o'clock, in order to convey officers and engineers to their ships—making the trip from east to west. The charge per trip will be \$1. Members of the Guild are reminded that, should any unseemly conduct take place on this launch, the Authorities may at any time withdraw the privilege of leaving after dark.

no doubt whatever that when the problem of the general settlement of such a great cause was to be decided—when that time came, it would be decided according to the laws of justice and according to right and reason. The God of Hosts could not bless the arms that had set aside all laws of humanity in, following the course of the war. Ten men had passed since Belgium and France were invaded—for ten months the purest of blood of so many brave soldiers had been shed for the liberty of Christian nations. Cain was jealous of his brother Abel and, in his malice, he decided to kill him. But God would not have this Cain live, while Abel would have the protection graciously granted by the Divine Providence. Practically the whole world raised its voice in favour of our cause. England and her Dominions, loyally, at the very beginning espoused the cause of right. Japan from the very outset joined as Ally, to fight for the sake of freedom. The sacrifice of everyone had been pleasing to God—Abel would not be displaced by his brother Cain. We had proved the victory of our arms, and only this month we had a nation, pure of heart and of courage, Italy, giving us help. Italy had made Europe and we all owed so much to Rome, that her joining the Allies came as no surprise to us—it was the logical consequence of her past history, and the very shadow of Constantine the Great was over all the people. He was the first, and still lived in our memory, as one of the greatest Christian emperors of Europe. Let them pray to the Blessed Virgin to intercede for Peace and associate with their invocation the name of Joan of Arc. She was pious like an angel, yet she possessed the strength of a lion; she would pray and fight with her soul and with the same power. One day when she was asked the secret of her calmness in the midst of battle, she answered: "By my God; Men by arms shall fight and God will adjudge the victory."

After the Benediction of the Blessed Sacrament, with which the service concluded, a deputation, formed by the majority of the Italian subjects resident in Hongkong, waited on the Bishop at the Mission House. The deputation was introduced by the Consul-General, Commandatore Z. Volpicelli. At this meeting the unanimous wish was expressed that a telegram embodying the sentiments of loyalty to the King be transmitted to Rome through the kind offices of the Consul-General. Following is a translation of the telegram:—

"Bishop, Consul General, Missionary fathers, sisters and the Italian community, resident in Hongkong at the Catholic Cathedral assembled, longing for Italy's unity, pray God for victory of Italian arms."

TO-DAY'S LATEST WAR TELEGRAMS.

GERMANS ADMIT REVERSE.

RUSSIANS DRIVE ENEMY ACROSS THE SAN.

The Argyllshire Escapes Torpedoing.

FRENCH LINER AGROUND; PASSENGERS RESCUED.

[Reuter's Service to The "Telegraph."]

SHIRE LINER ATTACKED BY SUBMARINE

May 28, 6.51 p.m.

Shipping circles report that the Glasgow s.s. *Argyllshire* (10,000 tons) has been sending wireless messages for help, having been attacked by a submarine.

Later, May 28, 7.25 p.m.

The *Argyllshire* has arrived safely in port.

FRENCH STEAMER AGROUND.

May 28, 6.15 p.m.

Reuter's correspondent at Paris states that the French transatlantic steamer *Champanne* grounded off St. Nazaire. She is badly damaged but the passengers have been rescued.

RUSSIANS DRIVE BACK THE ENEMY.

May 28, 7.25 p.m.

According to Reuter's correspondent at Amsterdam a Berlin communiqué admits that the Russians in Galicia have driven the Austro-Germans back across the river San at Sienaw. The Germans were unable to withdraw a number of guns.

THE LOSS OF THE TRIUMPH.

ONLY ONE LIFE SACRIFICED.

We are courteously informed by the Commodore—that, in the sinking of H.M.S. *Triumph*, only one man was lost: Engineer Commander Hammond, R.N.

POLICE RESERVE ORDERS.

Police Reserve Orders issued to-day state:—

The following appointments and promotions have been sanctioned by the Hon. Captain Superintendent of Police:—

Inspector C. F. Mason to be Chief Inspector.

Crown Sergeant Roylance to be Sergeant Major.

Crown Sergeant D'Almada to be Inspector.

Store Sergeants Wong Kwong-tin to be Sergeant of Platoon.

Sergeants Silva-Netto, A. E. Alves, C. M. Alves and E. F. da Silva to be Crown Sergeants.

Mr. T. Hynes to be Sergeant.

Mr. S. J. Chinohen to be Musketry Sergeant.

Parades.

Monday, 31st May.—Portuguese and Indian Companies. Rifle Exercises, 5.30 p.m.

Tuesday, 1st June.—Chinese Company. Rifle Exercises, 5.30 p.m.

Wednesday, 2nd June.—Combined Parade of all Companies, without Arms, 5.30 p.m. sharp. On this parade there will be an informal presentation of the Prizes won at the recent Musketry Meeting. There will also be a further issue of trancheons.

Musketry.

On Thursday, June 3rd, the Birthday of His Majesty the King, thirty members selected from the list of Competitors in the recent Championship Shoot will attend at Kowloon City "B" Range for musketry practice, with a view to the selection of a rifle team. Details will be handed to Platoon Commanders by the Musketry Sergeant. Service Rifles will be permanently issued to the men firing on this day; the issue will take place on the Combined Parade ordered for June 2nd.

UNIVERSITY OF HONGKONG.

Notwithstanding the Great War, the University continues to receive valuable donations of equipments. The latest gift consists of a selection of surgical instruments presented by Messrs. James L. Hatrich and Co. Ltd. of St. John's St., Clerkenwell Road, London, as the result of representations made by Mr. E. L. Martyn Lobb F.R.C.S., Professor of Clinical Surgery.

In response to an appeal from Professor Hin'ou for donations to the Arts section of the Library the following gentlemen have subscribed or promised over \$900, and the Students and Staff have promised an additional \$200.

Hon. Sir Paul Chater, Messrs. E. Shellim, N. J. Stabb, Ellis Kadoorie, Cabbay, Dickson, Chan Kai Ming, Ho Fook, Chan Kang Yu, Chan Siu Ki, Chiu Yu Tin, Hon. Mr. Lau Chu Pak, S. W. Tso, Hon. Mr. Wei Yuk, and Mr. Lia Ping.

An anonymous donor has presented \$500 to the Engineering Society for special lectures.

Important Regulations.

The British Nationality and Status of Aliens Regulations, 1914 are published in to-day's Government Gazette.

The Royal Assent.

H. M. the King has not been advised to exercise his power of disallowance with respect to the following Ordinance:—Ordinance No. 2 of 1915.—An Ordinance to remove doubts as to the power of the Governor to appoint Deputy Official Receivers and as to the validity of the acts of persons appointed to be Deputy Official Receivers or attached to the office of the Official Receiver before the commencement of this Ordinance. Ordinance No. 3 of 1915.—An Ordinance to amend the Military Stores (Exportation) Ordinances, 1882 and 1914.

HONGKONG V. SINGAPORE.

ANOTHER \$10,000 FALLS TO LOCAL MEN.

Increasing Interport Revenue Rivalry.

Some few days ago we called attention to the keen competition that was going on between the Revenue officers in Hongkong, and their brothers in Singapore, and since the recent staggering haul by the Hongkong men, the contingent at Singapore has been extraordinarily diligent as far as the searching of ships goes. We reported recently a haul that fell to the Singapore men, but pointed out that they had the favour of the handicaps since they had first call on the ships bound from.

This morning however, despite a very minute search at Singapore, the s.s. *Ben Lomond* was the scene of keenness activity and not without result. When the Hongkong men went on board, they were informed of what had happened at the sister port, but were assured that nothing had been found, since there was no contraband on board. One of the party, which was made up of Messrs. Wilder, Langley and Mr. Millan, informed the officer that they held a contrary opinion, and being dressed in blue overalls and presenting a businesslike front they went to work to search the dark depths of the ship. At noon they called a halt, but not before they had secured 250 lbs. of Persian opium and 500 tins of prepared opium valued at about \$10,000.

VOLUNTEER ORDERS.

Corps Orders issued to-day by Lieut.-Col. A. Chapman V. D. state:—

Joined. Private A. H. Compton joined the Corps on 28th instant, allotted Corps No. 1852 and posted to Scout's Company.

Attachment. Serat H. H. Wilson, Singapore R.E. Vols., is attached to the Engineer Company, H. K. V. O., dated 28.5.15.

Business and Private Addresses and Telephone Numbers. Members of the Corps are reminded of the necessity of notifying any changes in these to the O.C. their Company or Section immediately a change takes place.

Parades. Parades for Monday, 31st inst. 5.20 p.m. No. 1 Section Art. B. City and Left Section M.G. Co. 10 pdr. Gun drill at Headquarters. Sergt. McCubbin will attend. 5.30 p.m. Signalling Section—Musketry Instruction at Headquarters. Corp. Grimes, R.E. will attend. Remainder. Nil.

Detail. On duty at Headquarters. H.K.V.R.

On duty at Gun Club Hill, Kowloon H. K. V. R. At Kowloon (Detention Camp). On duty to-night Civil Service Company. Officer on duty Lieut. Lindell.

On duty to-morrow night Nos. 1 and 2 Sections Scouts Company. Officer on duty Lieut. Weall.

On duty 31st inst. Nos. 2 and 3 Sections Scouts Company. Officer on duty Lieut. Preston.

TYPHOON WARNING.

The telegram quoted below was received from the Manila Observatory at 12 noon, May 29, 1915. Cyclone or typhoon S of Molacima. Filling up.

APPOINTMENTS.

H. M. the King has been pleased to entrust the seals of the Colonial Department to the Right Honourable Andrew Bonar Law, M.P., as one of the Principal Secretaries of State.

H. E. the Governor has been pleased to make the following appointment:—Mr. P. M. Hodgson to be a member of the committee for the Wong-nei-chong and Queen's Recreation Grounds, as representative of the Hongkong Football Club, vice the Honourable Mr. E. R. Hallifax.

2nd Lieutenants, L. N. Murphy and R. E. Lindell to be Lieutenants in the Hongkong Volunteer Corps.

Mr. H. Millington to be a Second Class Sanitary Inspector, with effect from the 1st June, 1915.

Mr. S. B. C. Ross, Secretary for Chinese Affairs, to be a Member of the Compensation Board established by Proclamation No. 7 of August 5 1914.

Sergeant Major (Honorary 2nd Lieutenant) R. J. Stevenson, Hongkong Volunteer Reserve, to be 2nd Lieutenant.

Mr. P. J. Taylor to be a Surveyor of Boilers of Unlicensed Steamships under 60 tons, with effect from the 27th May, 1915.

SANITARY BOARD.

At a meeting of the Sanitary Board to be held on Tuesday, June 1st at 3.45 p.m. The following are the orders of the day.

Letter from Government re the question of the regulation of water closets.

Letter from Government re the erection of 17 water closets at the St. Paul's Institution, Inland Lot No. 1018, Caroline Road.

Application for a dairy licence at No. 95, Wellington Street, ground floor.

Report from the Government Analyst on the public water supplies for the month of May, 1915.

Limewashing return for the fortnight ending 18th May, 1915.

Mortality return for Hongkong for the month ending 30th April and for the weeks ending 9th and 18th May, 1915.

Mortality return for Macao for the weeks ending 9th and 18th May, 1915.

Return for weeks ending 15th and 22nd May, 1915.

W. BOWEN-ROWLANDS, Secretary.

LANGKAT OUTPUT.

Messrs. Wright and Hornby advise us that the Langkat output for the current month is as follows:—

May	1	...	...	Tons	342
"	2	...	...	"	379
"	3	...	...	"	321
"	4	...	...	"	369
"	5	...	...	"	330
"	6	...	...	"	389
"	7	...	...	"	362
"	8	...	...	"	357
"	9	...	...	"	356
"	10	...	...	"	410
"	11	...	...	"	368
"	12	...	...	"	332
"	13	...	...	"	327
"	14	...	...	"	328
"	15	...	...	"	311
"	16	...	...	"	316
"	17	...	...	"	373
"	18	...	...	"	320
"	19	...	...	"	346
"	20	...	...	"	334
"	21	...	...	"	414
"	22	...	...	"	411
"	23	...	...	"	394
"	24	...	...	"	357
"	25	...	...	"	294
"	26	...	...	"	334
"	27	...	...	"	313
"	28	...	...	"	332

DAY BY DAY.

Raub Returns.

The Raub gold output for the past four weeks amounts to 1,120 ounces.

Robbery in the New Territory. A Chinese living in the Tsun Wan district has complained to the police of the theft from his house of clothing to the value of \$24.

Fire at Kowloon.

Yesterday afternoon a small fire broke out in a matchbox used for deportees in the Police Basin at Kowloon. The fire, which was caused by the overheating of a stove pipe, was extinguished by the police with assistance from the Wharf and Godown employees.

Armed Robbery at Ping Shan. An armed robbery by women is reported to have taken place in the Ping Shan district. They succeeded in getting away with clothing and money to the value of twenty dollars.

Theft of Copper.

Major Humphreys of Wellington Barracks has reported to the police that copper gauze for mosquito protection has been stolen from the military sanatorium. The value of the stolen goods is \$84.

Bijou Theatre.

Tonight Edison's Kinetophone will be introduced at the Bijou Theatre. This is an ingenious invention which was shown at the City Hall some two years ago, by means of which the figures shown on the screen are made to talk as well as act. The introduction of the kinetophone at this theatre should prove a distinct draw.

\$100 FINE.

Restaurant Licence Abused.

At the Police Court, this morning, Mr. J. B. Wood gave his decision in the case in which Fong Hung of the Koon Sai Lau restaurant, Queen's Road West, was prosecuted by Inspector P. O'Sullivan for "serving out beer from the Koon Sai Lau restaurant otherwise than in conjunction with a meal sent out from such restaurant."

Mr. F. O. Jenkin, instructed by Mr. Palmer Johnson, of Messrs. Denny and Bowley, defended.

The case for the prosecution was that while the drink was sent out, together with a chicken, the latter was not actually sold. The defence was that the meal was served with the beer.

His Worship fined the defendants \$100.

HARBOUR OFFENCES.

Assistant Harbour Master Davy R.N.R., charged the master of a junk before Commander O. W. Beckwith R.N., at the Marine Court this morning, with unlawfully being within the limits of the danger flags off the Naval Yard camber in the harbour on May 27. The case was dismissed with a caution.

Lance Sergeant W. R. Sutton charged a boatman with unlawfully using nets within the harbour limits for the purpose of lifting articles from the bed thereof, without a written permit from the Harbour Master on May 29. Defendant was fined \$5.

A boatman was charged by P. O. Dyke, with unlawfully disobeying the orders of the Harbour Master, by moving about the harbour during prohibited hours without a special permit. Defendant was sent to gaol for two weeks with hard labour.

Lance Sergeant A. J. Moody charged five boatmen with unlawfully making fast their boats to the s.s. *Saigon Maru* whilst under way in the harbour. The case was adjourned until Monday.

CAMP BRUTALITY.

British Experiences in Germany.

The writer of this article is an English gentleman who for four months was interned in the Ruhleben concentration camp, and has just been allowed to return to this country. He gives a graphic account of the gross brutality of the Germans towards the British civilian prisoners, and tells of the swindling practices of the camp caterer, which resulted in the prisoners getting insufficient food. — *Sunday Chronicle*.

The majority of the British prisoners, who were arrested on November 8, were subjected to every possible cruelty that the mind of the Prussian police could devise—and that is saying much. In several cases within my own knowledge the British were arrested in their houses at five and six o'clock in the morning. In one case, a gentleman was taken from his bed at 4.30 in the morning and brought in his night attire to the police station. Here he remained, shivering in his cold cell, till his wife brought him his clothes towards nine o'clock.

There are now interned at Ruhleben approximately 4,500 civilians, living in twelve stables and two wooden barracks. On the ground floor these stables are divided into horse-boxes, each of which contains six men. Up to January no beds were provided, a general bed being made by throwing straw over the concrete floor. As these boxes measure 10 ft. square, some idea may be gathered as to how tightly packed we were.

Had we been allowed to take a sufficient quantity of straw the sleeping accommodation might have been rendered comfortable, but only the smallest possible quantity was allowed, and it was no uncommon sight to see one of the soldiers enter a horse-box and emerge with an armful of straw, taken from some prisoners who had taken more than, in his opinion, was necessary. No sitting or dining room was provided so that we were compelled to take our meals while sitting in the straw. After a few weeks the stench from the rotting straw was stifling, and the place became infested with lice and other vermin. At last things became so bad that in January, wooden beds were mounted in pairs with bags of straw as mattresses, were provided.

No heating was provided till December 1. What this meant to us will be better understood if the readers bear in mind that the weather was extremely cold, that Ruhleben is built on ground which was formerly a marsh, that it is not properly drained, and that in the driest weather the earth-surface remains damp. For over three weeks we were compelled to sleep in our wet clothes. This has given rise to a common complaint, which we have christened "Ruhlebenitis," and which is characterised by severe rheumatic pains in the shoulders and in the region of the back, accompanied by a racking cough which affects the throat more than the chest.

At first, in our innocence, we used to go to the doctor—whose name is, I believe, Dr. Graeger—but we always met with an exceedingly cold reception. He never troubled himself with any examination, but prescribed either two aspirin tablets or three ipecacuanha pills. The latter is a remedy much used by "quack doctors" because of its harmlessness. This is its sole good quality.

One day an elderly gentleman went in despair to Dr. Graeger, and produced certificates from many famous physicians, and assured the doctor that he would die if he were not sent to a sanatorium. The brute turned on his heel with the remark, "Stirb doch jetzt in ea modo," which may be translated, "Die and be damned—dying is fashionable nowadays."

Another case of inhuman treatment deserves to be mentioned. A young Britisher was arrested in Belgium, and sent to Ruhleben. He arrived in a very precarious state of health and lay in bed for over a month, unable to rise. He was examined by the doctor,

who told him that he was malingering, although at that time he was in the last stages of pneumonia. After another week the doctor evidently thought better of it and ordered him to be taken to the hospital. As we have never heard from him since, it is extremely probable that he has died. Several prisoners have disappeared in this manner. We term this "dying unofficially." Things became so dangerous that the prisoners started a medical association of their own, called the Ruhleben First Aid Society, under the management of an Australian doctor and an Englishman—Dr. Higgins—both of whom are prisoners.

Attacked with Rifle Butts.

On one occasion, when a wounded English soldier, from the Middlesex Regiment, was being brought from Ruhleben, where he had passed the night, to Döberitz, we accompanied him to the gate to give him a parting cheer. We were lined up in the square, facing the "guard-room," when, without a word of warning, the "guard," amounting to over thirty soldiers, rushed out on us, armed with their rifles. Naturally there was a general stampede, but we could not get away quickly enough. We were beaten with the rifle butts and with their fists, and we dared not retaliate, or we should have been shot. Several prisoners were badly injured, many were arrested and imprisoned in dark cells for 72 hours on a diet of bread and water, and black eyes were noticeable for several days.

On another occasion we had some trouble about the dinner, and one prisoner, an English sailor, refused to eat the portion given to him and emptied it on the grass. Unfortunately one of the higher officers, accompanied by his orderly, saw what happened, and ordered the sailor to come to him. Jack, with the nonchalance of his class, stepped close to the officers, his hands deep in his pockets and his cap cocked on the side of his head. The officer ordered him to take his hands out of his pockets and to take off his cap, but Jack refused. After a few words with the officers, the orderly raised his hand and knocked off Jack's cap. The next moment he found himself sprawling in the mud, having been sent there by a blow straight from the shoulder.

The upshot of the whole affair was that Jack was brought into the guard-room. In the evening he was carried out to the hospital on a stretcher, and I heard subsequently that he had been attacked by the soldiers, who knocked out his left eye, dislocated his jaw, and broke one of his legs.

Barefaced Swindling.

Many improvements have been made in regard to the food since March 7, up to which date the supply of the camp was in the hands of a caterer. Even now the prisoners are much worse off than the German prisoners in England, but prior to March affairs were in a terrible state. As soon as we had finished washing in the morning we were marched up to the kitchen, where we received, roughly, 1½ pints of an evil-tasting, dark-coloured liquid, which could be called either coffee or cocoa. Neither milk nor sugar was provided.

We received dinner at noon, consisting of vegetable soup, potatoes were served in the soup, but latterly these were very sparingly used. The meat which was usually tough and discoloured, was boiled in the soup, so that there was always a chance of one receiving a small cube. I know that frequently not more than 1 lb. of meat was used by the caterer for the entire camp, although he was receiving five-pence per day per man. His swindling was so barefaced that there was a strong suspicion that one of the officers—Rattemister Muller—was implicated with him. His favourite practice was to lay the proper amount of meat out for inspection in the morning, and to come in his motor in the evening and to take away the greater portion. This was frequently remarked by the prisoners, and, finally, the authorities ordered that after inspection the meat was to be locked in the pantry, the key of which was deposited with the camp captain.

On one occasion we were served with "skilly" for tea. "Skilly" is a concoction of boiling water and flour. Our representatives complained to the authorities that "worms" had been found in the "skilly," but they were not believed. They collected twenty specimens of the worms and presented them on a plate to the caterer. At first the scoundrel tried to deny his guilt, and finally he excused himself by saying, "Skilly was too good for the English pigdogs; if he had a free hand with them he would teach them to eat anything." Eventually the caterer was notified of the cancellation of his contract,

CANTON NEWS.

New Financial Commissioner.

Since the new Commissioner of Finance has taken up his duties, there has been unwonted activity in that department. He has telegraphed to each tax collector separately to say that he will demand diligent service and satisfactory returns in every case. The records have all been examined carefully and the threat has gone out that bad service or short receipts will mean instant dismissal, no matter what the collectors' recommendations may be.

Strike Called.

A strike has been called by the journey-men carpenters. They have had a big meeting and have levied a tax of \$2.00 a quarter on each member. It seems they are not satisfied with the restriction placed upon them by the master-carpenters whereby they may not take a building contract, no matter how small.

Mild Rebuke for General Lung.

Accurate drawings of the fortress at Humoon have recently been completed and General Lung notified the Central Military Board that he would forward a copy by a special officer at once. In reply the Board telegraphed him to merely hand it over to the special officer now in this province to inspect fortresses, and when he returns to Peking, he may turn it over to the Board. This will curtail a quite unnecessary expense.

Canton Industrial Exhibition.

It has been decided by the authorities that to be established an Industrial Exhibition at Sai Ho How, just outside Canton to the east. Mr. Chan Kwan Lung, who has charge of the office, has been nearly swamped with applications for space for exhibition of various lines of goods from prefectures, and districts, far and near. Even from as far away as Peking, the Po Lee Cloth and Leather Co., has applied for space sufficient to exhibit their wares to the value of \$30,000. The Refectory is to be represented by specimens of all kinds of work done by those who are detained there.

Tsa House Falls Down.

The recent rains have been so heavy and continuous that some of the older buildings in the city are giving way. While the Tin Yuen tea house, on Wai Oi Street, Old City, was thronged with customers, the whole front part of the upper floor gave way suddenly, precipitating a great crowd of people to the floor below. It is reported that 20 people were seriously injured and many more suffered slight wounds. Two servants rolled down the stair but marvellously escaped unhurt.

Chums Buried in Same Grave.

Two Blackburn chums have just been killed in France under pathetic circumstances. Privates Henry Connell and Charles Parker, the latter having six little children, enlisted when war broke out, and fought side by side in the East Lancashire Regiment at Neuve Chapelle. Connell was killed and Parker buried in a barn writing to his wife asking her to break the sad news when an alarm was raised. He rushed outside and was decapitated by a shell. He was still grasping the unfinished letter, which Sergeant Nicholson forwarded home with the observation: "Your husband died a British hero." Parker was buried in Connell's grave.

water and flour. Our representatives complained to the authorities that "worms" had been found in the "skilly," but they were not believed. They collected twenty specimens of the worms and presented them on a plate to the caterer. At first the scoundrel tried to deny his guilt, and finally he excused himself by saying, "Skilly was too good for the English pigdogs; if he had a free hand with them he would teach them to eat anything." Eventually the caterer was notified of the cancellation of his contract,

OUR LONDON LETTER.

In The West.

(From Our Own Correspondent.)

Friday April 23rd.

The fuller accounts now available of the fighting at Neuve Chapelle show clearly that a repulsing success was prevented only by a regrettable lack of co-ordination. If the British plan had been carried out as it was intended to have been, and there had been no delays, the Germans would have been pushed out of Lille. Not only was the supporting Division, that was to have rushed through the break in the German lines, late in coming up, but our first onslaught was held up at one or two points through the failure of the artillery to locate and destroy barbed wire entanglements. The latter was a relatively small set back, however, though it cost us many gallant lives. And it is obviously difficult always to make sure, even with the most careful reconnoitering and methodical artillery preparation, that all the enemy's obstacles to our advance have been shredded and destroyed. The failure of the appointed Division to turn up in time to reap full advantage of the first successful attack on the German trenches was a serious blunder that robbed our men of the success they hoped to achieve. Such accidents are quite common in the records of all campaigns, and it would be easy to be much too censorious on the subject. But we may hope that next time Sir John French's plans will be smoothly and punctually carried out, and that thus the heroic efforts of the British army may attain full success with perhaps less heavy sacrifices. It has not escaped the observation of careful on-lookers at home that, according to the official estimate of the German prisoners taken at Neuve Chapelle and our own lists of missing, the Germans took more prisoners in the three days' fighting than we did. But it is not true that the German casualties, as a whole, were less than ours. They lost very heavily indeed under our terrific artillery bombardment, in the bayonet fighting during the rush forward by our intrepid infantry, and in the subsequent unsuccessful counter attacks, when they were mowed down time and again by our machine guns and rifle fire.

Terrible Conflict.

The story of the actual infantry assault on Neuve Chapelle will remain for ever an epic of the British army. It is a splendid story of steady valour and fierce tenacity. The suspense our infantry endured, waiting through the slow dawn for the attack to be launched, can be imagined but hardly described. The officers and men exchanged little terse jokes while daylight slowly creased into the sky. The actual charge across the open towards the German trenches was a thrilling spectacle. It was magnificently carried out, and, except where unexpected barbed wire was encountered, our losses were not very great at this stage. The artillery preparation had been altogether too smashing for the Germans to sustain. Their trenches were literally blown to blazes. At one point the top half of the body of a German officer was actually hurled right across into the British lines. There are thrilling accounts of how the Regulars cheered the Territorials as they passed each other, and how Indian troops and British Tommies, meeting triumphantly behind the German lines, celebrated the occasion. Famous regiments figured in that charge—the Worcesters, the East Lancashires, the Scottish Rifles, the Devons, the Leicesters, the Rifle Brigade were all in it. The Garwhals and the Gurkhas also took no small hand in the fight. And this is what an eye-witness writes of the Middlesex, the old "Die-Hards," who had the misfortune to be one of the regiments caught in unprepared barbed wire—"On getting out of their trenches the Middlesex were a little crowded. As they pressed forward to the attack they were suddenly swept by a diabolical fire from two machine guns posted at either end of the German trench, so as to cover with their converging fire a patch of about

two hundred yards front. In this zone no man could live. But the Middlesex were men of grit. They did not stop. They got as far as the wire. They hooked at it, tore it till their hands were raw and bleeding, and their uniforms rent to tatters. From their starting point right up to the wire they left a deep lane of their dead and dying, 120 yards long, a sight so poignant that men, coming and going on that bloody trail, broke down and wept at the sheer pity, the undying glory of it. Three times the 2nd Middlesex tried to burst through and silence those machine guns that barked death at them. The story of the Colonel, who fell leading his men, and sat up to watch them sweep forward as he died, will not be forgotten, nor that of the rough soldier, one of "the Tigers" as a matter of fact, who expired with the words on his lips "Good luck to the old regiment."

Germans Weakening.

Since the fight at Neuve Chapelle both the French and ourselves have gained big successes in the West. It really begins to look as though the German resistance is weakening appreciably. Assuredly they would not allow themselves to be rolled back from commanding position after position, if they could prevent it. The Germans have always balked their plans and theories on the assumption that they would possess the big battalions. How much longer they will continue to cling to Belgium and the North of France, being steadily pushed back all the while, in face of the steadily growing numerical superiority of the Allies, it is difficult to forecast.

There may come a time when, quite apart from any strategic developments General Joffre has in mind, the enemy's resistance in the West will wear itself out. In view of the growing demand of the situation in the East it might well be that the Germans in the West will decide to shorten their lines. But there is a school of military thought that expects to see the Germans stick where they are until the very last moment, and then fall back practically on the Rhine. This might enable them to economise men in the West and to concentrate on the fighting in the East. But a few weeks will almost certainly show much more plainly how the campaign is going to develop. We have already reached the stage at which it is impossible any longer to ignore the serious meaning of the French advance into Alsace. Some people do not realise, when they talk of the Germans having attained a measure of success so far on land that the Russians in the East and the Allies in the West between them now hold more German and Austrian territory than the Germans do in Belgium and France. Great indignation is being caused by the more recent revelations of the German brutalities to our wounded and prisoners. Feeling is beginning to run so high on the subject in London and throughout the country that the Government may have some difficulty in justifying their sumptuous treatment of German officers in the stately homes of England. It is quite conceivable that Ministers do not as yet realise the extent to which the general public has been disgusted by some phases of Ministerial policy, two notable instances being their treatment of German officers, as distinct from the ordinary German soldier, and their failure to adopt any adequate precautions against espionage which is known to be rampant from Land's End to John O'Groats.

The Dardanelles.

An attempt is now being made to work up a strong agitation against the Government in general and Mr. Churchill in particular over the Dardanelles operations. The *Times* is playing a leading part in this absurd agitation. It is being argued that the whole thing has been bungled from beginning to end, that there has been no attempt at co-operation, that things have been done haphazard, and generally that there has been no intelligent control. The *Times* accuses the Admiralty of issuing too cookoo messages about the earlier bombardment. The fact is, however, that the Admiralty's despatches have been neither optimistic nor pessimistic. The Admiralty have confined themselves to summarising the facts,

and the *Times* has never ceased to clamour for more facts. It was the *Times* that rushed into leading articles, directly the fleet operations began, from the tone of which it might have been supposed that the whole business was a mere bagatelle and that the Dardanelles had practically been forced before the first outside fort was reduced. That something has gone wrong at the Dardanelles is only too apparent. But only a very stupid newspaper could possibly imagine that the French and British Admiralties undertook these operations without due forethought and preparation. It was evident from the outset that, great as would be the advantages accruing, the forcing of the Dardanelles was no light task. As a matter of fact it is at best a colossal undertaking absolutely unparalleled in the world's history. The desirability of operations proceeding by land and sea simultaneously was not forgotten. But it is just possible that the French Government and our own were reckoning on the intervention of Greece. Had the King of Greece not overruled and driven into retirement his great famous Prime Minister, Venizelos, we should probably have seen the Greeks fighting in the Dardanelles long before now. As it is, the French and British troops are co-operating in that task, though they can ill be spared from the main enterprise of the West. But once the Allies succeed in clearing the way through to Odessa, they will have accomplished a great deal towards hurrying on the end of the War. Once the munitions of war in Russia are anything like equal to the needs and the dimensions of the Russian army, the campaign in the East will assume an entirely new vigour and scope.

The Recruiting Boom.

After having done their level best to queer it from the very beginning, the London newspapers have now discovered that the recruiting campaign has been a big success. Good men are forthcoming steadily all over the country. Nothing is more remarkable than to find how, travelling from the South to the North, or from the East to the West, this tight little island is one huge garrison of khaki. In the big towns of the north it is the same as in London and the cathedral cities of the south. The streets swarm with men in khaki, echo to the sound of bagpipes and martial music, and the War is practically the sole engrossment of the population. Lancashire is full of enthusiasm. The other day the Great Harwood Congregational Football Club, after winning the final tie for the Blackburn Sunday School League Cup, marched en bloc to a recruiting depot and enlisted to a man in the Royal Field Artillery. So far about 5,000 registered players of the Lancashire Football Association have joined the colours, and the end of the season will probably see many more footballers going into khaki all over the country. Precisely why any British newspaper should want to impugn the patriotism of the men of this country, it is difficult to understand, except on the theory that they do not realise that the cause of national service, which they imagine themselves to be forwarding in this stupid manner, has already been won. Perhaps we shall hear less in the London newspapers about slackers and shirkers now that Mr. Lloyd George has declared publicly Lord Kitchener's "deep gratification" at the country's response to his appeal for men.

Zeppelins.

A good deal of contempt has been poured on the exploits of the German Zeppelins so far as this country is concerned. Journalists have laughed and made merry over their failure to inflict any appreciable damage. The wisdom of scoffing at Germany's powers of aerial frightfulness may be doubted. The visits that have so far been paid to this country have probably been more or less in the nature of trial trips. Zeppelins have already got to within 50 miles of London, and the probability is that some day they will actually reach the capital. But when the Germans decide to make their real attack on London it will not be carried out merely by three or four Zeppelins. A large squadron of aircraft with attendant

CHURCH SERVICES.

St. John's Cathedral, Hongkong.—Trinity Sunday, 30th May 1915. Holy Communion (8.5 a.m.) Matins (11 a.m.) Responses: Festival. Venite: Hinde. Psalms: Woodward, Crotch, Woodward. Te Deum: Oakley in E. Jubilate: Ayton in E. Holy Communion (12 Noon.) Hymns: 160, 376. Evensong (5.45 p.m.) Responses: Festival. Psalms: Battishill, Battishill, Turle, Humphreys. Magnificat: Matthews (6th morning). Nunc Dimittis: Wesley. Hymns: 165, 161, 43.

St. Andrew's Church, Kowloon.—Trinity Sunday, 30th May 1915. Morning Prayer. Responses: Festival. Venite: 30th Morning. Psalms: As Set. Te Deum: 8. Jude. Jubilate: Ouseley. Hymns: 1, 263, 567. Kyrie: Valley Roberts. National Anthem. Evening Prayer. Hymn: 553. Responses: Festival. Psalms: Battishill, Battishill, Turle, Humphreys (XXXI Evening). Magnificat: Barnby in D. 18th Morning. Nunc Dimittis: Wickes 10th Evening. Hymns 265 (tune 161 a & m)-377-23 (tune 12 a & m) Vesper Hymn. National Anthem.

Union Church, Kennedy Road.—Morning 11. Hymns 545, 430. Psalm, 107. Evening 6 Hymns 383, 5, 439. Preacher: Rev. J. Kirk Macdonald.

St. Peter's Church, West Point.—8 a.m. Holy Communion. 11 a.m. Morning Prayer and Sermon. Preacher: Rev. W. T. Featherstone.

The Gospel Hall.—38 Queen's Road. (3 Doors from bottom of D'Agular Street). On the Lord's Day Believers meet for Worship at 5 p.m. and the Lord's Supper; at 4 p.m. a Children's Meeting; at 8 p.m. Preaching, Tuesday and Thursday, at 8 p.m.; Exposition of Scripture, Saturday at 8 p.m. Prayer Meeting.

First Church of Christ Scientist.—MacDonnell Road. Sundays, 11.15 a.m. Wednesdays, 5.30 p.m.

Wesleyan Methodist Church, Wanchoi.—Sunday Morning Service 10.15 a.m. Sunday Evening Service 6.15 p.m.

Soldier's and Sailor's Home, Arsenal Street.—Sunday Evening, Gospel Services 8 p.m.

St. Joseph's Church, Garden Road.—Mass and Sermon at 10 a.m. followed by the Benediction of the Blessed Sacrament.

Roman Catholic Cathedral, Glen-ealy.—Low Masses at 6, 7 and 9 a.m. High Mass at 8 a.m. 5.30 p.m.—Benediction of the Blessed Sacrament.

ed day. It is long odds that some of them, if not all of them, will reach London, and the damage they may do will not be inconsiderable, though it can have no earthly military value nor any effect on the course of the War. But 40 or 50 tons of high explosives, indiscriminately distributed over the West End of London, would certainly cause the London papers to be a little less hilarious about Zeppelins. The fact of the matter is that all through this War, on almost every question that arises from it, the people of this country have displayed infinitely more courage, intelligence and calmness than English journalism has done. In the piping years of peace the New Journalism, imported from America with variations, has been setting a standard in hysteria. During peace-time this perhaps was of no great account. It meant only that the English people took their newspapers less seriously. But it is a great misfortune when this hysteria and inaccuracy, distorted and exaggerated in war time, is allowed to misrepresent the whole nation to people abroad in such a great crisis as the present. The people at home, like the men at the front, have kept their heads and their spirits. They have not oscillated and swayed with every new flourish of the yellow press. Their temper was not badly symbolised, "at the front" on April 1st when one of our airmen dropped a football into the German lines. The enemy dashed in all directions away from the supposed bomb, were not relieved even by its bounce, and approached the harmless toy only when it rested still. On it they read, "April Fool—Gott straf' England!"